

2. Alteration in position of wreck-marking buoy:—

New position.—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat. $10^{\circ} 13' 45''$ N., long. $106^{\circ} 51' 34''$ E.

Description.—A green conical buoy.

3. Wreck-marking buoy established:—

Position (approximate).—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat. $10^{\circ} 15' 28''$ N., long. $106^{\circ} 46' 45''$ E.

Description.—A red conical buoy with cone topmark.

Remarks.—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

Note.—The above positions refer to chart No. 1016.

Charts affected.—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

Publication.—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

Authority.—H. B. M. Consul, Saigon. (*H.* 4233-20.)

PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

Mpira point light—Characteristics of.

No. 269 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are republished:—

Position (approximate).—On the western extremity of Mpira point.

Lat. $12^{\circ} 57\frac{3}{4}'$ S., long. $40^{\circ} 29\frac{1}{2}'$ E.

New abridged description.—Lt. F., Red 41 ft., vis. 7 m. (P. A.).

Details.—This light has the undermentioned characteristics:—

Character.—Fixed red.

Elevation.—41 feet.

Visibility.—7 miles.

Structure.—Black wooden tower, 42 feet in height.

Remarks.—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

Chart affected.—No. 1809, Mozambique harbour to Ras Pekawi with plan.

Publications.—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

Authority.—Hydrographic Department. (*H.* 6327-18.)

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

General Remarks.

No. 270 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are republished:—

Former Notice.—No. 1000 of 1920 (*This office No. 221 of 1920*); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from

ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
AUSTRALASIA:—			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio ...	VLA	} No details	} No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Island ...	VLC		
Macquarie Island Radio ...	VIQ		
BERMUDAS:—			
<u>Somerset Island</u> ...	<u>BZR</u>	<u>0015 & 1215</u>	1600
BRAZIL:—			
Ilha do Governador ...	SOH	0000*	1800
CANADA:—			
<u>Barrington Passage</u> ...	<u>VAL</u>	<u>0130 & 1330</u>	<u>1600</u>
CHINA:—			
Shanghai—Zika wei ...	FFZ	0300*, 0900	600
FRANCE:—			
Eiffel Tower ...	FL	0945†, 2330*	2500
FRENCH OCEANIA:—			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
GERMANY:—			
Norddeich ...	KAV	1200,* 2200	1650
GREAT BRITAIN:—			
Poldhu "Western" ...	MPD	0930	2700
Cleethorpes "Eastern" ...	BYB	1700	3000
" " "Northern" ...	BYB	1700	3000
" " "Scandinavia" ...	BYB	1700	3000
HAWAIIAN Island:—			
Pearl Harbour ...	NPM	{ 0230, 0630 } { 1830, 2230 }	600
HOLLAND:—			
Scheveningen ...	PCH	1115, 2315	1800
INDIA:—			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK	} 0730, 1910* {	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	} 0740, 1920 {	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
JAPAN:—			
Choshi	JCS	1200*	600
Dairenwan	JDA	1200	600
Fuki Kaku	JKF	1130	600
MEDITERRANEAN:—			
Rinella	BYZ	2100	2700
MEXICO:—			
Campeche	XAB	} 1837*	600
Guayamas	XAH		
Mazatlan de Sinaloa	XAE		
Payo Obispo	XAC		
Vera Cruz	XAA		
NEWFOUNDLAND:—			
St. John's	BZM	0100 & 1300	1600
PHILIPPINES:—			
Kavite	NPO	{ 0300 } *	952
		{ 1400 }	5000
			(Continuous wave.)
SAMOA:—			
Tutuila	NPU	{ 0330, 0730 } { 1930, 2330 }	600
SOUTH AFRICA:—			
Capetown Radio	MNC	1115	600
Durban Radio	VND	1115	600
SPAIN:—			
Madrid	EGC	1330	2000
UNITED STATES:—			
Washington (Arlington)	NAA	0300* & 1700*	2500
Annapolis	NBR	0130, 1330	1700
Key West	NAR	0300*	1500
North Head	NPE	0600	600 & 950
S. Francisco	NPH	0800	600
		1600	
		1200	
		2200	
S. Diego	NPL	0800	600
		1600	
		1200	
		2200	950
Point Arguello	NPK	0800	950
		1600	
		1200	600
		2200	
WEST INDIES:—			
Christiania, Jamaica	BZQ	0100 & 1300	1200

* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty and U. S. A.
Hyd. Office Notice No. 1635 of 1920. (H. 4272-20.)

RED SEA—EASTERN SHORE,

Mokha—Light reported extinguished.

No. 271 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished:—

Position.—On South fort, lat. $13^{\circ} 18\frac{1}{2}'$ N., long. $43^{\circ} 14'$ E.

Description.—A flashing white light.

Remarks.—The note “(*Repd. extinguished*) (1920)” is to be placed against this light on the charts.

Note.—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

Charts affected.—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e. Red sea—sheet 5.

„ 2523, Red sea.

Publications.—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395 ; Revised Supplement (3), 1917.

Authority.—French Light List, 1920. (*H. 4964/20.*)

*The 23rd
30th August 1920.*

AUSTRALIA—NEW SOUTH WALES.

Montagu Island (Barunguba)—Amended position of and depth over rock southward of.

No. 246 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1078 of 1920), are republished:—

Position (approximate).—At a distance of about 2 miles southward from Montagu island lighthouse, and one mile south-westward from the charted position of the $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which is to be expunged from the charts.

Lat. $36^{\circ} 17' 00''$ S., long. $150^{\circ} 14' 30''$ E.

Depth.—3 fathoms.

Description.—A pinnacle rock.

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publication.—Australia Pilot, Vol. II, 1918, page 448.

Authority.—Department of Navigation, Sydney. (*H. 4121/20.*)

KOREA, SOUTH-EAST COAST—YON DAI SAN.

Brine Point Lighthouse—Buoys north-westward of, withdrawn ;
Obstruction removed.

No. 247 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1920), are republished.

Position.—(i) At a distance of 2 miles, 326° , from Brine point lighthouse.

Lat. $35^{\circ} 01' N.$, long. $128^{\circ} 48\frac{1}{4}' E.$

(ii) At a distance of $1\frac{1}{4}$ miles, 324° , from the same lighthouse.

Details.—The two red conical buoys in the above positions have been withdrawn, the obstruction between the buoys having been removed.

Charts affected.—No. 1065, Masanpho harbour and approaches.

„ 3366, Fusan harbour to Port Hamilton.

Publication.—E. C. of Korea, &c., Pilot, 1913, page 67 ; Supplement No. 4, 1919.

Authority.—Tokyo Notice No. 77 of 1920. (H. 4368-20.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Existence of wreck.

No. 248 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1094 of 1920), are republished.

Position (approximate).—At a distance of 8 cables, 242° , from Kanabuse se light-beacon.

Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 58' E.$

Description.—Sunken wreck of a sailing vessel with two masts showing about 5 feet above water.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo Notice No. 87 of 1920. (H. 4369-20.)

BORNEO, NORTH COAST—LABUAN ISLAND.

Victoria Harbour—Light established ; Front Leading Light discontinued.

No. 249 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1101 of 1920), are republished :—

(1) Light established :

• *Position.*—On Enoe beacon, at a distance of about $6\frac{1}{2}$ cables north-eastward from Enoe island.

Lat. $5^{\circ} 15\frac{1}{2}' N.$, long. $115^{\circ} 14\frac{1}{2}' E.$

Abridged description.—(U) Lt. F., Red.

Character.—A fixed red light.

Remarks.—The light is unwatched.

(2) Leading light discontinued :

Position.—Lat. $5^{\circ} 16\frac{1}{2}'$ N., long. $115^{\circ} 14\frac{3}{4}'$ E.*Details*.—The front leading light, an unwatched fixed red light, formerly situated in the above position, has been removed and is to be expunged from the charts, together with the leading line which referred to it.

The beacon from which the front leading light was exhibited still exists.

Charts affected.—No. 947, Victoria harbour.

„ 1844, Bruni bay and approaches.

„ 2109, Barram point to Nosong point.

Publications.—List of Lights, Part VI, 1920, Nos. 1108, 1109.China Sea Pilot, Vol. IV, 1912, pages 109, 110;
Supplement No. 5, 1920.*Authority*.—Master Attendant, Singapore. (*H.* 4293-20.)

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Light-Buoy established.**No. 250. (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1102 of 1920), are republished :—*Position*.—At a distance of 2 miles $3\frac{1}{4}$ cables, 152° , from Liu chiao beacon.Lat. $31^{\circ} 28'$ N., long. $121^{\circ} 43\frac{1}{4}'$ E.*Description*.—A light-buoy, painted black, exhibiting an *occulting white light every eight seconds*, thus :

Light,	eclipse.
4 secs.	4 secs.

Remarks.—The light-buoy with occulting white light, shown on some copies of chart No. 1199—about $2\frac{1}{2}$ miles north-westward of the above position, is to be expunged.*Charts affected*.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Publication.—China Sea Pilot, Part V, 1912, page 382.*Authority*.—Shanghai Notice No. 704 of 1920. (*H.* 4386-20.)

INDIA, WEST COAST.

*Karachi Harbour—Outer Gas buoy is out.**No. 251 (second publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1920), are republished :—*Position*.—At a distance of about $3\frac{7}{10}$ cables eastward of the light on the end of the Manora breakwater.Lat. $24^{\circ} 47'$ N.Long. $67^{\circ} 59\frac{1}{4}'$ E.*Details*.—Information has been received from the Port Officer, Karachi, that the Outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is extinguished.*Chart temporarily affected*.—No. 40, Karachi Harbour.*Publication*.—West Coast of India Pilot, 1919, page 337.*Authority*.—The Port Officer, Bombay, dated 5th August 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

Gogha or Goga—Light re-exhibited.

No. 252 (second publication).—The following particulars, etc. relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1920), are republished:—

Former Notice—No. 93-M. of 1920. (*This Office No. 197 of 1920.*)

Position.—Lat. $21^{\circ} 40\frac{1}{2}'$ N.
Long. $72^{\circ} 15\frac{3}{4}'$ E.

Details.—The red fixed light on the south side of entrance to Gogha or Goga creek has been re-exhibited.

Charts affected.—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1919, page 270.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

Authority.—The Commissioner of Salt and Excise, Northern Division, Charagoda, dated 6th August 1920.

AUSTRALIA, EAST COAST—TRINITY BAY.

Cairns harbour entrance—Position of gas buoy altered.

No. 253 (second publication).—The Port Master, Brisbane, has given Notice (No. 3 of 1920), that on or about the 29th July 1920, the gas buoy marking the entrance to Cairns Harbour will be removed from its present location, 450 feet to the westward of the line of leads, to a position 4,700 feet seaward of the old clock beacon, and on the line of the black beacons marking the eastern side of the cutting, in latitude $16^{\circ} 50' 50''$ south, longitude $145^{\circ} 49' 25''$ east, with False Cape bearing south 50° east, distant 2 miles $1\frac{1}{2}$ cables.

The light at present exhibited from the old clock structure will then be discontinued.

Vessels entering the port will bring the leads on as before outside of the gas buoy, and pass it on the port hand.

Charts affected.—Nos. 3133, 2350, 2924, Australia Directory, Vol. II.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 254 (second publication).—

Former Notice.—No. 129 of 1919.

Subject.—The lighted gas buoy marking the Baroni rock is extinguished and will be replaced by an unlighted spherical buoy painted black with a white horizontal band as soon as the weather permits.

Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice dated 14th August 1920.

BORNEO, NORTH-WEST COAST.

Sungi Paloh entrance—Beacon erected.

No. 255 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1920), are republished :—

Position.—On the western side of the river and at a distance of about $1\frac{1}{2}$ miles from Tanjong Blimbing.

Lat. $1^{\circ} 46' 46''$ N., long. $109^{\circ} 17' 11''$ E.

Description.—A white beacon, with rectangular topmark.

Charts affected.—No. 2104, Tanjong Bayung to Tanjong Datu.

„ 2660a, China sea, southern portion—western sheet.

Publication.—China Sea Pilot, Vol. IV, 1912, page 44.

Authority.—Hague Notice No. 1298 of 1920. (H. 4454-20.)

NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCES.

Hayward Point—Light established.

No. 256 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1115 of 1920), are republished :—

Position.—At a distance of $17\frac{7}{10}$ cables, 303° , from Taiaroa head lighthouse.

Lat. $45^{\circ} 46'$ S., long. $170^{\circ} 42\frac{3}{4}'$ E.

Abridged description.—(U) Lt. Fl., W. R., ev. 4 sec., vis. 10 & 8 m.

Characteristics :

Character.—Flashing every four seconds, with white and red sectors, thus :

Flash,	eclipse.
$\frac{4}{10}$ sec.	$3\frac{6}{10}$ sec.

Visibility.—White light about 10 miles, red light about 8 miles.

Sectors.—White from 127° through south to 255° ;

Red thence to 307° .

Remarks.—The light is unwatched. The other characteristics of the light are not stated.

Note.—The red sector covers the shoals from Taiaroa head to the outer end of the bank.

Outward bound vessels should keep on the line of the leading lights until the white sector is entered before shaping their course.

Charts affected.—No. 2411, Otago harbour from the entrance to Dunedin.

„ 2532, Banks peninsula to Otago.

„ 2533, Otago to Maitauri river.

„ 3629, Hokitika to Otago harbour.

Publications.—List of Lights, Part VI, 1920, No. 3039.

New Zealand Pilot, 1919, pages 362, 364.

Authority.—Wellington Notice No. 14 of 1920. (H. 4436-20.)

AUSTRALIA—QUEENSLAND, STRADBROKE ISLAND.

Swan Bay—Amendments to charts in vicinity of.

No. 257 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1123 of 1920), are republished :—

Position.—Jumpin pin, lat. $27^{\circ} 45'$ S., long. $153^{\circ} 28'$ E.

Details.—Amendments to the charts in the locality known as Jumpin pin, southward of Swan Bay, are shown on the accompanying reproduction of portions of charts Nos. 1029 and 3623.

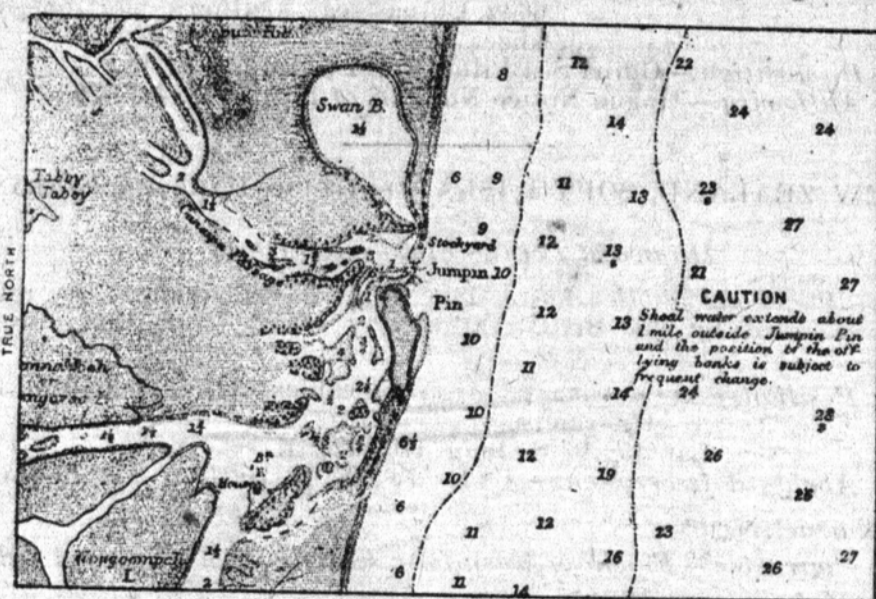
Remarks.—From the reproduction it will be observed that a breach in the coast line, not hitherto shown on the chart, exists in this vicinity. Shoal water due to this opening extends as shown in the cautionary note on the reproduction.

Charts affected.—No. 1029, Danger point to Cape Morton.

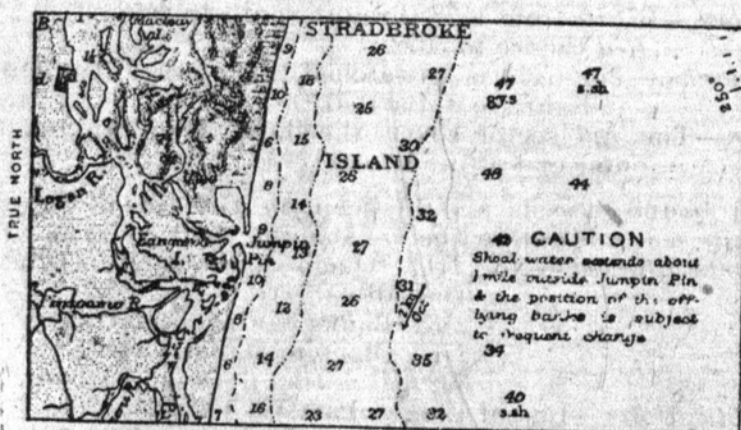
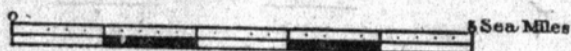
„ 3623, Cape Byron to Lady Elliot island.

Publication.—Australia Pilot, Vol. III, 1916, page 90.

Authority.—Marine Department, Brisbane. (H. 3002/20.)



Reproduction of Portion of Chart N°1029



Reproduction of Portion of Chart N°3623



JAPAN—INLAND SEA.

Mitsugahama—Amendments to charts with regard to harbour works.

No. 258 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1124 of 1920), are republished:—

Position.—Minato Yama Δ, lat. 33° 52' N., long. 132° 42' E.

Details.—The accompanying reproductions of portions of charts Nos. 83 and 694 show the necessary amendments with regard to the new harbour works at Mitsugahama.

Charts affected.—No. 83, Gogo shima to Miyo shima, with plan.

„ 694, Plan of Gogo shima and Horiyé anchorages.

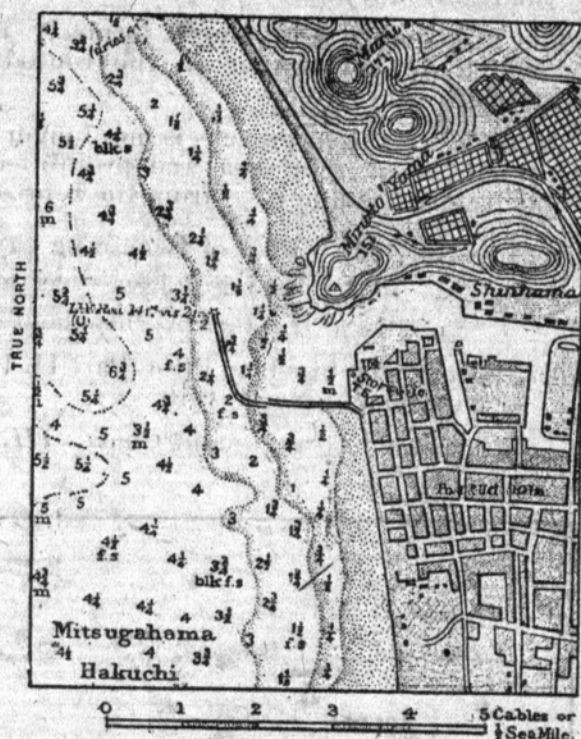
„ 3154, Ominase to Gogo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

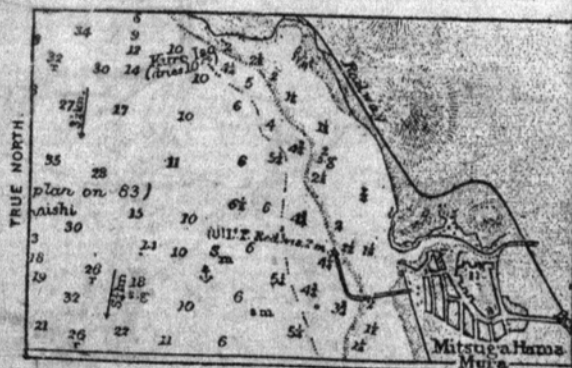
Publications.—List of Lights, Part VI, 1920, No. 1946.

Japan Pilot, 1914, page 365; Revised Supplement (2), 1914.

Authority.—Tokyo Notice No. 49 of 1920. (H. 4039/20.)



Reproduction of Portions of Chart N°83.



Reproduction of Portion of Chart N°694

JAVA, NORTH COAST.

Semarang Bay—Amended position of shoal; Alterations in buoyage.

No. 259 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1125 of 1920), are republished:—

Position.—Semarang, lat. $6^{\circ} 58' S.$, long. $110^{\circ} 24\frac{1}{2}' E.$

Details.—The accompanying reproduction of a portion of the plan of Semarang bay on chart No. 932 shows the amended position of the $2\frac{1}{4}$ -fathom shoal, which is now marked by the light-buoy indicated.

The light-buoys and buoys formerly in existence, but which are not shown on the reproduction, have been withdrawn.

Dredging in the approach is no longer in progress and the limits of this area and prohibited anchorage have therefore been omitted from the reproduction.

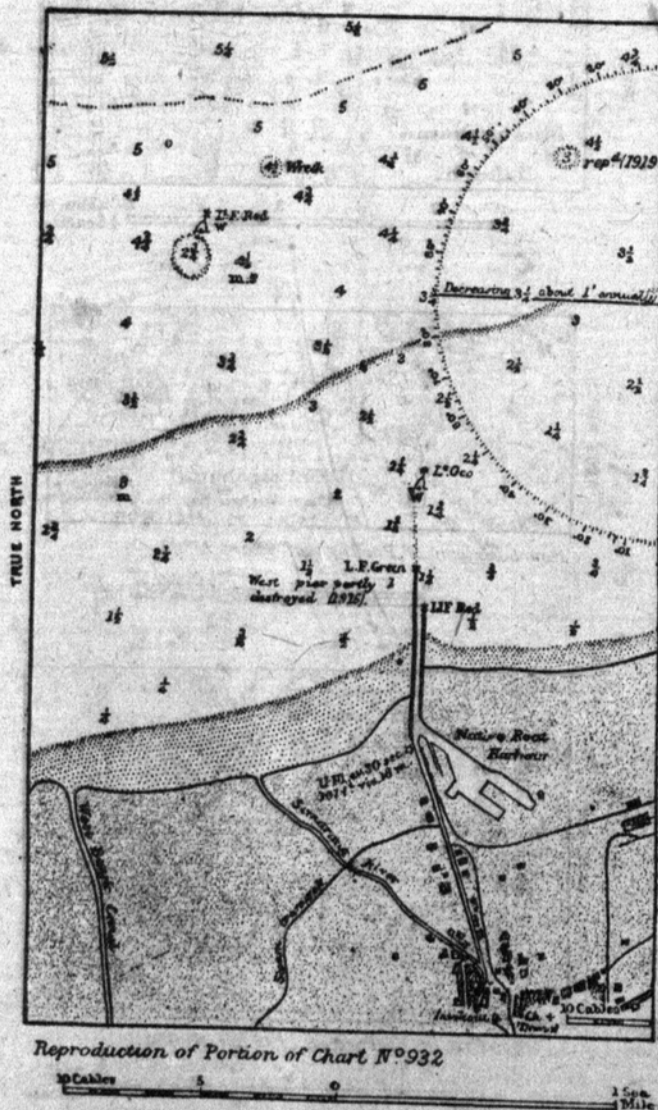
Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 117, 118; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 3201/20.)



SUMATRA, WEST COAST—MENTAWI ISLANDS.

North and South Pagi Islands—Patches of discoloured water eastward of, to be expunged from chart.

No. 260 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1126 of 1920), are republished:—

Former Notice.—No. 770 of 1920. (*This Office No. 162 of 1920.*)

Position.—(1) At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat. $2^{\circ} 31' 30''$ S., long. $100^{\circ} 05' 00''$ E.

(2) At a distance of about $4\frac{1}{2}$ miles eastward from Simapopo on the east coast of South Pagi island.

Lat. $2^{\circ} 54' 00''$ S., long. $100^{\circ} 26' 00''$ E.

Note.—The danger lines in these positions and the notes "Discoloured water reported (1920)" are to be expunged from the chart.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, pages 462, 465.

Authority.—Netherlands Hydrographer. (*H. 3201/20.*)

BAY OF BENGAL—BURMA, COAST OF ARAKAN.

Zalattaung Island—Light discontinued.

No. 261 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120 M. of 1920), are republished:—

Position.—Lat. $18^{\circ} 30\frac{1}{2}'$ N.

Long. $94^{\circ} 13\frac{3}{4}'$ E.

Details.—The red fixed light, exhibited on the west extreme of the Island, has been discontinued and is to be expunged from the Admiralty publications.

Chart affected.—No. 832, Cheduba Strait and Ramree Harbour.

Publications.—Bay of Bengal Pilot, 1910, page 364; List of Lights, Part VI, 1920, No. 636.

Indian List of Lights, 38th issue, 1919, page 50.

Authority.—The Port Officer, Burma, Rangoon, dated 4th August 1920.

The 19th August 1920.

SUMATRA, WEST COAST.

Simalur Island—Amendments to charts with regard to shoals.

No. 228 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1032 of 1920), are republished:—

Position.—(a) Telok Dalam entrance, lat. $2^{\circ} 40'$ N., long. $96^{\circ} 10\frac{1}{2}'$ E.

(b) Pulo Minchau, lat. $2^{\circ} 22\frac{1}{2}'$ N., long. $96^{\circ} 11\frac{1}{2}'$ E.

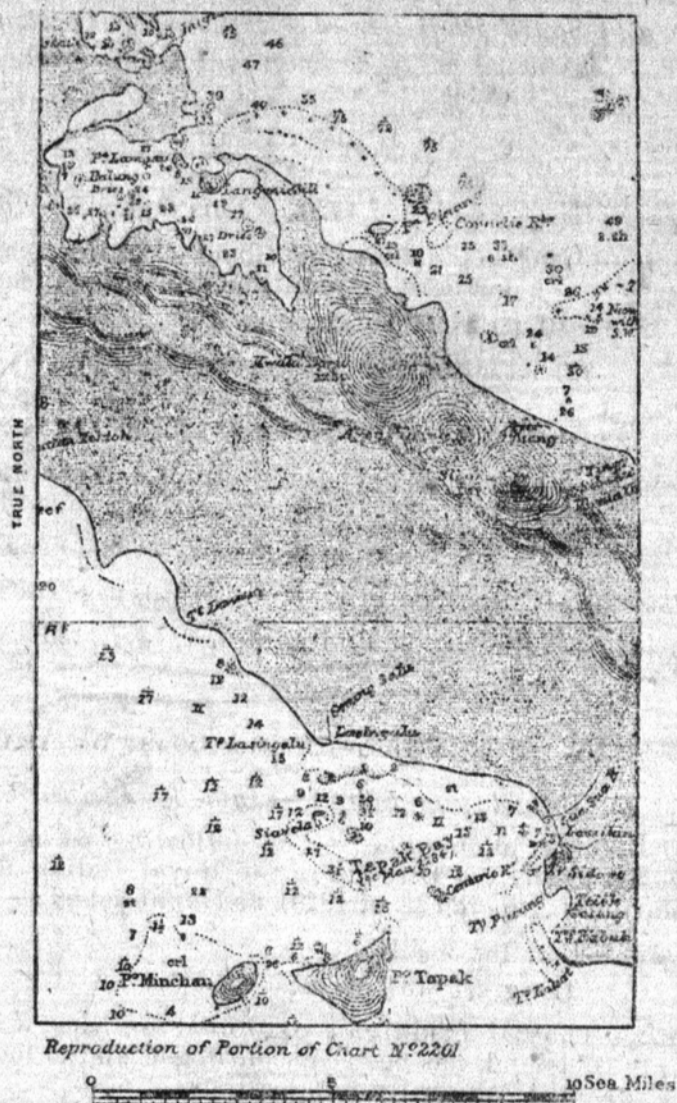
Details.—The accompanying reproduction of a portion of chart No. 2201 shows amendments to the chart with regard to shoals off the entrance to Telok Dalam and northward of Pulo Minchau.

Charts affected.—No. 2201, Simalur island.

„ 2760, Acheh head to Chingkuk bay.

Publication.—China Sea Pilot, Vol. I, 1916, pages 408, 409, 415.

Authority.—Netherlands Government Chart. (*H.* 9137/19.)



BORNEO, NORTH-WEST COAST.

Barram Point—Reported extension of shoal off.

No. 229 (third publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1033 of 1920), are republished:—

Position.—Barram point, lat. $4^{\circ} 37' N.$, long. $113^{\circ} 59' E.$

Details.—The shoal off Barram point is reported to be extending as indicated in the following cautionary note, which is to be inserted on the charts:—

“Shoal water repd. to have extended 5 miles N. W. from Barram Pt. (1920).”

Charts affected.—No. 2108, Tatan point to Barram point.
 „ 2109, Barram point to Nosong point.
 „ 2660b, China sea, southern portion—eastern sheet.

Publication.—China Sea Pilot, Vol. IV, 1912, page 86; Revised Supplement (3), 1919.

Authority.—Commander-in-Chief, China Station. (*H.* 3922/20.)

AUSTRALIA—VICTORIA, PORT PHILLIP ENTRANCE.

Queenscliff High Light—Amendment to Admiralty publications.

No. 230 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1044 of 1920), are republished:—

Position.—On Shortland bluff, lat. $38^{\circ} 16\frac{1}{2}'$ S., long. $144^{\circ} 39\frac{3}{4}'$ E.

New abridged description.—High Lt. F. & Occ., *ev.* 5 sec. 130 ft., *vis.* 17 m.

Details.—In addition to the *fixed white* light, an *occulting white* light *every five seconds* is exhibited from the same tower and shows thus:—

<u>Light,</u>	<u>Eclipse,</u>
3 sec.	2 sec.

The *occulting white* light is visible from 37° to 47° , which is 5° on either side of the leading line.

Remarks.—The charts are to be corrected for the above information and the southern *fixed white* sector of the high light, visible from 14° to 59° , is also to be inserted on the charts.

Charts affected.—No. 2747, Entrance to Port Phillip.

„ 309, Port Phillip—west channel.

„ 1171, Port Phillip.

„ 1695*b*, Bass strait—western sheet.

Publications.—List of Lights, Part VI, 1920, No. 2420.

Australia Pilot, Vol. II, 1918, page 90.

Authority.—Port Officer, Melbourne. (H. 1077/20.)

CHINA, SOUTH-EAST COAST.

Hongkong Harbour—Alteration in time-signals.

No. 231 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1920), are republished:—

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{3}{4}'$ N., long. $114^{\circ} 10\frac{1}{2}'$ E.

Details.—The time-ball is now dropped from the Time-ball tower at 22h. 00m. 00s. Standard Time of 120th meridian, corresponding to 14h. 00m. 00s. (0200) Greenwich Mean Time.

It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. (0800) Greenwich Mean Time, except on Saturdays, Sundays and holidays.

On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. (0500) Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time.

At night three white vertical lights on the Observatory W/T mast are simultaneously extinguished at the even seconds from 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. (1256) to 1h. 00m. 00s. (1300) Greenwich Mean Time, except at the 2nd, 28th, 50th, 52nd and 54th second of each minute.

The note on the chart is to be amended accordingly.

Remarks.—The ball will be hoisted half-mast at the 55th minute and close up at the 57th minute. Should the time-ball be out of order the above signals will be carried out with flag “Z” the storm-signal mast.

Chart affected.—No. 1459, Hongkong harbour.

Publications.—List of Lights, Part VI, 1920, No. 5141.

China Sea Pilot, Vol. III, 1912, page 507.

Authority.—Director, Royal Observatory, Hongkong. (H. 3883/20.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

Savu Savu Point—Light established.

No. 232 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1056 of 1920), are republished:—

Position.—On Point reef, at a distance of 12 cables, 244° , from Via Via island +.

Lat. $16^{\circ} 49\frac{1}{4}'$ S., long. $179^{\circ} 16\frac{3}{4}'$ E.

Abridged description.—Lt. F., 23 ft., vis. 5 m. (U).

Characteristics:—

Character—Fixed white.

Elevation—23 feet.

Visibility—5 miles.

Structure—Concrete tower, 28 feet in height.

Remarks.—The light has been established to assist local vessels entering and leaving Savu Savu bay at night.

Charts affected.—No. 727, Plan of Savu Savu bay.

„ 382, Vanua Levu (central portion), &c.

„ 440, Fiji islands, eastern group—northern portion.

„ 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1920, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403.

Authority.—H.E. the Governor, Suva, Fiji. (H. 4069/20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Hitchfield Bank—Amended depth.

No. 233 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1057 of 1920), are republished:—

Position.—Lat. $7^{\circ} 46'$ N., long. $149^{\circ} 42'$ E., on chart No. 980.

Details.—The least depth on the bank is reported to be 5 fathoms, instead of 11 fathoms as hitherto shown on the charts.

Charts affected.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 410.

Authority.—Tokyo Notice No. 59 of 1920. (H. 4041/20.)

PERSIAN GULF.

Bahrein Harbour approach, Inner Light-buoy—Light temporarily extinguished.

No. 234 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1920), are republished:—

Position.—About 3 miles east-south-eastward of Jadum shoal.

Lat. $26^{\circ} 20\frac{1}{2}'$ N., long. $50^{\circ} 34\frac{1}{4}'$ E.

Details.—The red flashing light, exhibited from the red conical buoy, in the above position, has been temporarily extinguished.

Charts temporarily affected.—No. 20, Bahrein Harbour.

„ 2837b, Persian Gulf—western sheet.

Publications.—Persian Gulf Pilot, 1915, page 124.

Indian List of Lights, 38th issue, 1919, No. 23.

Authority.—The Port Officer, Basra, dated 23rd July 1920.

PERSIAN GULF.

Abu Shahr (Bushire), Outer Anchorage Light buoy—Light temporarily extinguished.

No. 235 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1920), are republished :—

Position.—About 4 miles and $2\frac{6}{10}$ cables, 262° from Residency Flag Staff. Lat. $28^{\circ} 58' 32''$ N., long. $50^{\circ} 44' 52''$ E.

Details.—The white flashing light, exhibited from the red conical buoy in the above position has been temporarily extinguished.

Charts temporarily affected.—No. 27, Abu Shahr (Bushire).
" 2837b, Persian Gulf—western sheet.

Publications.—Persian Gulf Pilot, 1915, page 261.
Indian List of Lights, 38th issue, 1919, No. 34.

Authority.—The Port Officer, Basra, dated 23rd July 1920.

INDIA—WEST COAST—CAPE COMORIN.

Wadge Bank—Existence of shoal and discoloured water southward of.

No. 236 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M. of 1920), are republished :—

Details.—The Master of ss. "West Calumb" reports having sighted, on 13th July 1920, a shoal and discoloured water in the following position :—

(a) Shoal—

Position approximate.—About 48 miles southward of Wadge Bank.
Lat. $6^{\circ} 52'$ N., long. $77^{\circ} 12'$ E.

Description.—A shoal with sea continually breaking over it.

(b) Discoloured water—

Position.—At a distance of about 5 miles westward from the position (a).
Lat. $6^{\circ} 52'$ N., long. $77^{\circ} 07'$ E.

Charts affected.—No. 827, Vengurla to Cape Comorin.
" 828, Cape Comorin to Coconada.
" 70, Bay of Bengal.
" 748b, Indian Ocean, northern portion.

Publication.—West Coast of India Pilot, 1919, page 123.

Authority.—The Port Officer, Aden, dated 14th July 1920.

INDIA—WEST COAST.

Jaigarh outer light—Information with regard to period.

No. 237 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1920), are republished :—

Position.—On the western point on Jaigarh headland.
Lat. $17^{\circ} 17\frac{3}{4}'$ N., long. $73^{\circ} 10\frac{1}{2}'$ E.

Details.—The period of the occulting white light is now every 15 seconds thus :—

Light.	Eclipse.
10 secs.	5 secs.

Remarks.—The other particulars of the light are the same as described in the Lists of Lights. Further notice will be given when the light has resumed its normal period of occulting every 20 seconds.

Charts temporarily affected—No. 247, Jaigarh.
 „ 739, Boria Pagoda to Achra River.
 „ 2736, Gulf of Kutch to Viziadrug.
 „ 826, Karachi to Vengurla.
Publications.—List of Lights, Part VI, 1920, No. 410.
 Indian List of Lights, 38th issue, 1919, No. 108.
 West Coast of India Pilot, 1919, page 202.
Authority.—Hydrographic Note, H. M. S. “Colombo.”

INDIA—WEST COAST—GOA COAST.

Marmagao Rock—Buoy disappeared.

No. 238 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1920), are republished:—

Position.—At a distance of about 8 cables, 323° from the Marmagao Fort. Lat. $15^{\circ} 25\frac{1}{2}'$ N., long. $73^{\circ} 47\frac{1}{4}'$ E.

Details.—Information has been received from the Chief Naval Services, Nova Goa, that the black trunco-conical buoy, marking the Marmagao Rock, has disappeared.

Caution.—Mariners are warned accordingly.

Charts temporarily affected.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

Authority.—The Port Officer, Bombay, dated 27th July 1920.

ARABIA, NORTH-EAST COAST—GULF OF OMAN.

Maskat Island—Light not yet exhibited.

No. 239 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1920), are republished:—

Former Notice No. 50-M. of 1919. (Admiralty No. 1769 of 1919).
 (This Office No. 222 of 1919.)

Position.—At a distance of about $2\frac{7}{10}$ cables, 132° from Fisher's rock. Lat. $23^{\circ} 37\frac{1}{4}'$ N., long. $58^{\circ} 36\frac{1}{2}'$ E.

Details.—This flashing white light has not yet been officially exhibited.

Remarks.—Further notice will be given when the light is exhibited.

Charts affected.—No. 2869, Maskat and Al Matrah.

„ 2837a, Persian Gulf, eastern sheet.

„ 38, Maskat to Karachi.

„ 10c, Maskat to Ras Sukra.

Publications.—List of Lights, Part VI, 1920, No. 290.

Indian List of Lights, 38th issue, 1919, No. 18.

Persian Gulf Pilot, 1915, page 43.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 28th July 1920.

INDIA—WEST COAST.

Bombay Harbour approaches—Fishing stakes removed.

No. 240 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 117M. of 1920), are republished:—

Former Notice No. 29M. of 1920. (This Office No. 83 of 1920.)

Details.—All the groups of fishing stakes on the coast of the Thana district, which were reported to lie within the prohibited area, between—

Lat. $19^{\circ} 00'$ N. and lat $19^{\circ} 05'$ N., long. $72^{\circ} 31'$ E. and long. $72^{\circ} 40'$ E.

have been removed.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1909, page 213.

Authority.—Secretary to Government, Marine Department, Bombay Castle, dated 27th July 1920.

AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

Port Douglas light—Intended alteration in characteristics; *Red sector* to be inserted.

No. 241 (third publication).—

Date of alteration.—On or about 1st October 1920.

Position.—On Island Point.

Lat. $16^{\circ} 28\frac{1}{2}'$ S., long. $145^{\circ} 28'$ E. on Chart No. 2924.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Group Flashing Light, with White and Red Sectors showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

Sectors.—White from 151° (S. 35° E. Mag.) through South and West to 287° (N. 79° W. Mag.); Red thence to 331° (N. 35° W. Mag.); Obscured elsewhere.

Visibility.—White, 10 miles. Red, 6 miles.

Power.—White, 1,000 candles. Red, 400 candles.

Remarks.—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 2924, Cape Grafton to Hope Islands.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

„ 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920 No. 2734.

Australia Pilot, Vol. IV, 1917, page 206.

Authority.—Melbourne Notice No. 14 of 1920.

AUSTRALIA—EAST COAST—INNER BARRIER ROUTE.

Rocky Islet light—Intended alteration in characteristics. *Signal station* to be discontinued.

No. 242 (third publication).—

Date of alteration.—On or about 18th October 1920.

Position.—On western slope of Rocky Islet.

Lat. $15^{\circ} 37'$ S., long. $145^{\circ} 20'$ E. on Chart No. 2923.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Flashing White Light showing one flash every second thus:—

Flash	Eclipse
$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

Visibility.—15 miles.

Power.—2,500 candles.

Remarks.—The light will be unwatched.

The Signal Station will be discontinued, and the Light-keeper withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 2923, Hope Islands to Turtle Group.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

„ 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2740.

Australia Pilot, Vol. IV, 1917, page 213.

Authority.—Melbourne Notice No. 15 of 1920.

AUSTRALIA—SOUTH-WEST COAST—ROTTNEST ISLAND.

Bathurst Point light—Intended alteration in character.

No. 243 (third publication).—

Date of alteration.—On or about 15th October 1920.

Position.—Lat. $31^{\circ} 59'$ S., long. $115^{\circ} 33'$ E. on Chart No. 1058.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned character:—

Character.—Group Flashing White Light, showing four flashes in quick succession every twelve seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

Remarks.—The light will be unwatched.

The light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1058, Rottnest Island to Warnbro' Sound.

„ 1033, Champion Bay to Cape Naturaliste.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2270.

Australia Pilot, Vol. V, 1914, page 359.

Authority.—Melbourne Notice No. 16 of 1920.

AUSTRALIA—EAST COAST.

Clarence River light—Intended alteration in characteristics.

No. 244 (third publication).—

Date of alteration.—On or about 1st November 1920.

Position.—On South Head.

Lat. $29^{\circ} 26'$ S., long. $153^{\circ} 23'$ E. on Chart No. 1027.

Details.—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Group Flashing White Light, showing three flashes in quick succession every nine seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

Visibility.—12 miles.

Power.—1,500 candles.

Remarks.—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note—No further notice will be given.

Charts affected.—No. 1379, Plans in New South Wales—Clarence River entrance.

„ 1027, Coffs Island to Evans Head.

„ 3622, Port Jackson to Cape Byron.

Publications.—Lists of Lights and Time Signals, Part VI, 1920, No. 2583.

Australia Pilot, Vol. III, 1916, page 83.

Authority.—Melbourne Notice No. 18 of 1920.

INDIA—WEST COAST.

BOMBAY HARBOUR APPROACH.

Bombay floating light-vessel—Replaced in position.

No. 245 (third publication).—

Former Notice.—No. 203 of 1920.

Subject.—The Bombay floating light-vessel has been placed in position.

Position.—Lat. 18° 50' N., long. 72° 44' E., with Prongs lighthouse 54°, distant 1·6 miles.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

Authority.—Director, R. I. Marine, Bombay, telegram dated 18th August 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 22, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 13th September 1920.

EASTERN ARCHIPELAGO.

Netherlands Indies—Regulations for entering Zee-Gats and Harbours.

No. 272 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished:—

The following regulations have been made by the Netherlands Government:—

Manceuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.

Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

Publications.—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

Authority.—Hague Notice No. 150 (Miscellaneous) of 1920. (*H. 5105-20.*)

KOREA.

Quelpart Island (Saishu To)—Obstruction reported northward of.

No. 273 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

Position (approximate).—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat. $33^{\circ} 35' 30''$ N., long. $126^{\circ} 42' 45''$ E., on chart No. 3365.

Details.—A vessel struck a submerged obstruction in approximately the above position, and a depth of $4\frac{1}{2}$ fathoms was reported.

Note.—The above depth is to be inserted on the charts and marked "P. A." with the year date "(1919)."

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshū, Kiusiu, and Shikoku, &c.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

Authority.—U. S. A. Hyd. Office Notice No. 1969 of 1920. (*H. 4842-20.*)

JAPAN—HONSHŪ, SENDAI BAY.

Jizo Jima—Light established

No. 274 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

Position.—On islet known as Jizo jima situated one cable, 97°, from the southern extremity of Umahanashi sima.

Lat. 38° 20' N., long. 141° 05½' E.

Abridged description.—Lt. Fl., Red, ev. 3 sec., vis. 8 m. (U)

Characteristics:

Character.—Flashing red every three seconds.

Elevation.—67 feet

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White octagonal stone tower, 35 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 806, Sandai bay to Miyako bay, with inset.

„ 3334, Tokyo to Sendai bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

Publications.—List of Lights, Part VI, 1920, No. 2069b.

Japan Pilot, 1914, page 234.

Authority.—Department of Communications, Tokyo, Notice No. 736 of 1920. (H. 4799-20.)

AUSTRALIA—EAST COAST.

South Solitary Island light—Signal Station to be discontinued.

No. 275 (first publication).—

Subject.—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

Position.—On summit of South Solitary Island.

Lat. 30° 12' S., long. 153° 17' E. on Chart No. 1027.

Note.—No further notice will be given.

Charts affected.—No. 1026, The Solitary Islands and Adjacent Coast.

„ 1027, Coffs Islands to Evans Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2580.
Australia Pilot, Vol. III, 1916, page 81.
Sailing Directions for the Coast of New South Wales,
second Edition, 1920, pages 87 and 111.
Authority.—Melbourne Notice No. 19 of 1920.

BISMARCK ARCHIPELAGO—NEW BRITAIN.

Rabaul—Information with regard to lighting, etc.

No. 276 (first publication).—

Subject.—The following information has been received from the Administrator, Rabaul :—

“The temporary light formerly shown from Matupi Point has been discontinued, and the shoal lying east of Dawapia Point, known as the Beehive, is marked by a beacon with a black shape, from which no light is exhibited.”

Chart affected.—No. 524, Plan of Blanche Bay.

Publication.—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and 370.

Authority.—Melbourne Notice No. 20 of 1920.

The 6th September 1920.

CHINA, SOUTH COAST—CANTON RIVER.

Wangmun Entrance light—Alteration in characteristics.

No. 262 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished :—

Position.—On the western edge of Swashway bank.

Lat. $22^{\circ} 35\frac{1}{2}'$ N., long. $113^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., ev. 3 sec., 40 ft., vis. 12 m.

Details.—The group occulting white light has been replaced by a light having the undermentioned characteristics :—

Character.—Flashing white every three seconds, thus :

Flash,	eclipse.
$\frac{3}{10}$ sec.	$\frac{2}{10}$ secs.

Visibility.—12 miles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2562, Canton river with its western branches.

Publications.—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

Authority.—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

Amendments to charts with regard to shoals.

No. 263 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished :—

Position.—(a) San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long $124^{\circ} 17'$ E.

(b) Green island, lat. $12^{\circ} 33\frac{1}{2}'$ N., long. $124^{\circ} 28'$ E.

Details.—The accompanying reproduction of portions of chart No. 3370 show the necessary amendments with regard to shoals in the vicinity of San Bernardino islets and Kabuan island.

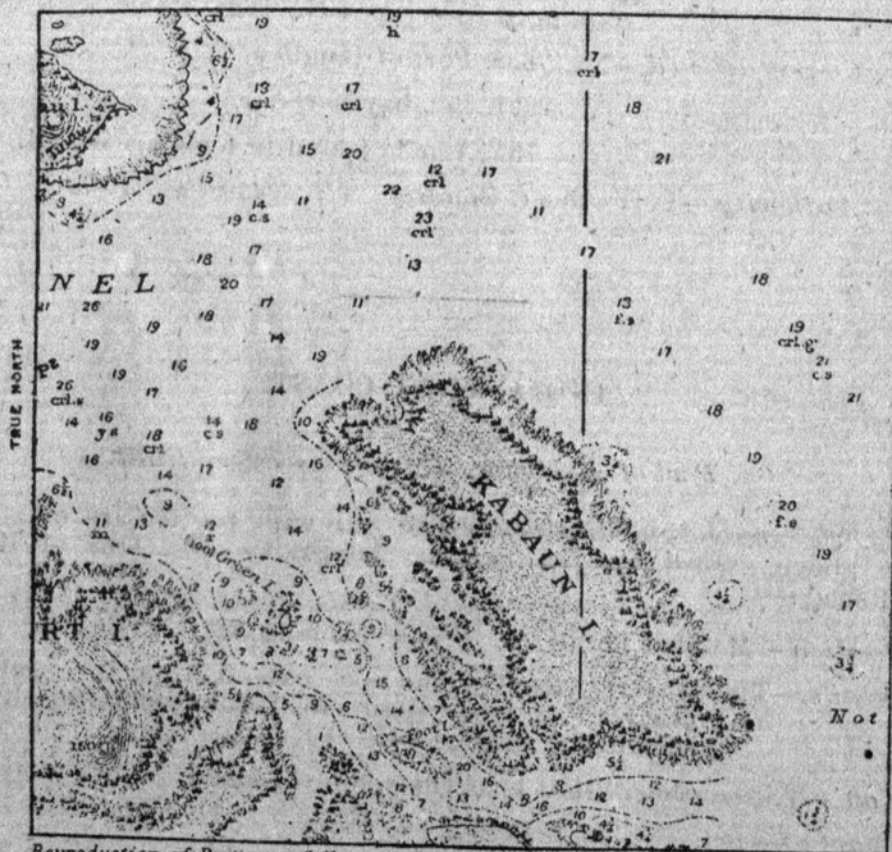
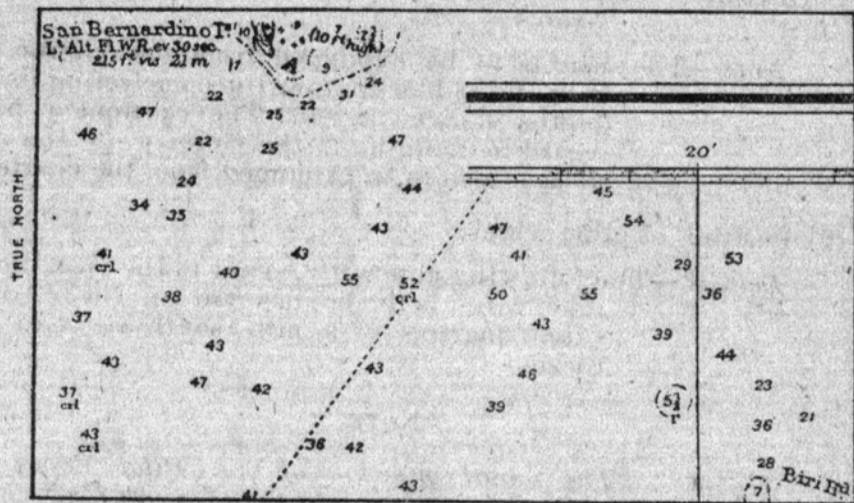
Charts affected.—No. 3370, San Bernardino strait and approaches.

„ 2577, Philippine islands between San Bernar-
dino and Mindoro straits.

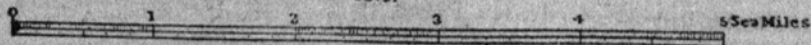
„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

Authority.—U.S.A. Government Chart. (H. 1027/20.)



Reproduction of Portions of Chart N°3370.



INDIA, WEST COAST.

Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.

No. 264 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

Position.—At a distance of about 6 cables northward of Middle ground.

Lat. $18^{\circ} 55\frac{1}{2}'$ N., long. $72^{\circ} 50\frac{1}{2}'$ E.

Details.—There is now a least depth of 24 feet over the Flagstaff shoal.

Note.—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

Details.—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.”

Remarks.—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island. (1)

Authority.—Port Officer, Bombay. (H. 4245/20 & 5172/19.)

INDIA, WEST COAST.

Port of Bombay—Amended western limit.

No. 265 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

Position.—Malabar point, lat. $18^{\circ} 56\frac{1}{2}'$ N., long. $72^{\circ} 47\frac{1}{2}'$ E.

Details.—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

Note.—The southern limit is as shown on the chart.

Chart affected.—No. 2621, Bombay harbour.

Publication.—W. C. India Pilot, 1919, page 221.

Authority.—Port Officer, Bombay. (H. 4245/20.)

JAPAN—HONSHU, SOUTH COAST.

Su-no-saki—Amended position of light.

No. 266 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished :—

Former Notice.—No. 981 of 1920. (*This office No. 219 of 1920.*)

Position (approximate).—Lat. $34^{\circ} 58' 40''$ N., long. $139^{\circ} 45' 26''$ E., on chart No. 2657.

Description.—An alternating flashing white and red light every thirty seconds, as described in the former notice.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

Publications.—List of Lights, Part VI, 1920, No. 2062a.
Japan Pilot, 1914, page 197.

Authority.—Hydrographic Department. (*H. 4431/20.*)

JAPAN—GULF OF TOKYO.

Tsurugi Zaki—Non-existence of shoal south-eastward of.

No. 267 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished :—

Former Notice.—No. 1801 of 1919. (*This office No. 344 of 1919.*)

Position.—At a distance of about $11\frac{1}{2}$ cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

Details.—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “(Less water repd., 1919)” is to be expunged from the charts.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

Publication.—Japan Pilot, 1914, page 194; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 403 of 1919. (*H. 1644/20.*)

COCHIN CHINA—SAIGON RIVER ENTRANCE.

Kua Tieu Entrance—Alterations in buoyage.

No. 268 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished :—

1. Bell-buoy established—

Position.—At a distance of about $5\frac{1}{2}$ miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat. $10^{\circ} 14' 52''$ N., long. $106^{\circ} 54' 10''$ E.

Description.—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.

2. Alteration in position of wreck-marking buoy:—

New position.—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat. $10^{\circ} 13' 45''$ N., long. $106^{\circ} 51' 34''$ E.

Description.—A green conical buoy.

3. Wreck-marking buoy established:—

Position (approximate).—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat. $10^{\circ} 15' 28''$ N., long. $106^{\circ} 46' 45''$ E.

Description.—A red conical buoy with cone topmark.

Remarks.—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

Note.—The above positions refer to chart No. 1016.

Charts affected.—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

Publication.—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

Authority.—H. B. M. Consul, Saigon. (*H.* 4233-20.)

PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

Mpira point light—Characteristics of.

No. 269 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are re-published:—

Position (approximate).—On the western extremity of Mpira point.

Lat. $12^{\circ} 57\frac{1}{4}'$ S., long. $40^{\circ} 29\frac{1}{4}'$ E.

New abridged description.—Lt. F., Red 41 ft., vis. 7 m. (*P. A.*).

Details.—This light has the undermentioned characteristics:—

Character.—Fixed red.

Elevation.—41 feet.

Visibility.—7 miles.

Structure.—Black wooden tower, 42 feet in height.

Remarks.—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

Chart affected.—No. 1809, Mozambique harbour to Ras Pekawi with plan.

Publications.—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

Authority.—Hydrographic Department. (*H.* 6327-18.)

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

General Remarks.

No. 270 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are re-published:—

Former Notice.—No. 1000 of 1920 (*This office No. 221 of 1920*); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from

ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
AUSTRALASIA:—			
Adelaide Radio	VIA	0900, 1030	600
Brisbane Radio	VIB	1230, 1300	600
Hobart Radio	VIH	1200	600
Melbourne Radio	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio	VLA	} No details	No details
Awarua Radio	VLB		
Wellington Radio	VLW		
Chatham Island	VLC		
Macquarie Island Radio ...	VIQ		
BERMUDAS:—			
<u>Somerset Island</u>	<u>BZR</u>	<u>0015 & 1215</u>	1600
BRAZIL:—			
Ilha do Governador	SOH	0000*	1800
CANADA:—			
<u>Barrington Passage</u>	<u>VAL</u>	<u>0130 & 1330</u>	<u>1600</u>
CHINA:—			
Shanghai—Zika wei	FFZ	0300*, 0900	600
FRANCE:—			
Eiffel Tower	FL	0945†, 2330*	2500
FRENCH OCEANIA:—			
Papeete, Ile Tahiti	FOP	1100, 2300	600
GERMANY:—			
Norddeich... ..	KAV	1200,* 2200	1650
GREAT BRITAIN:—			
Poldhu "Western"	MPD	0930	2700
Cleethorpes "Eastern"	BYB	1700	3000
" " "Northern"	BYB	1700	3000
" " "Scandinavia"	BYB	1700	3000
HAWAIIAN Island:—			
Pearl Harbour	NPM	{ 0230, 0630 } { 1830, 2230 }	600
HOLLAND:—			
Scheveningen	PCH	1115, 2315	1800
INDIA:—			
Calcutta Radio	VWC	0730*, 1910	2000
Karachi Radio	VWK	} 0730, 1910 {	2000
Rangoon Radio	VTR		1200
Bombay Radio	VMB	} 0740, 1920 {	2000
Madras Radio	VWM		2000
Port Blair	VTP		1200

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
JAPAN:—			
Choshi	JCS	1200*	600
Dairenwan	JDA	1200	600
Fuki Kaku	JKF	1130	600
MEDITERRANEAN:—			
Rinella	BYZ	2100	2700
MEXICO:—			
Campeche	XAB	1837*	600
Guayamas	XAH		
Mazatlan de Sinaloa	XAE		
Payo Obispo	XAC		
Vera Cruz	XAA		
NEWFOUNDLAND:—			
<u>St. John's</u>	<u>BZM</u>	<u>0100 & 1300</u>	1600
PHILIPPINES:—			
Kavite	NPO	{ 0300 } *	952
		{ 1400 }	5000
			(Continuous wave.)
SAMOA:—			
Tutuila	NPU	{ 0330, 0730 } { 1930, 2330 }	600
SOUTH AFRICA:—			
Capetown Radio	MNC	1115	600
Durban Radio	VND	1115	600
SPAIN:—			
Madrid	EGC	1330	2000
UNITED STATES:—			
Washington (Arlington)	NAA	0300* & 1700*	2500
Annapolis	NBR	0130, 1330	1700
Key West	NAR	0300*	1500
North Head	NPE	0600	600 & 950
S. Francisco	NPH	0800	600
		1600	
		1200	
		2200	
S. Diego	NPL	0800	600
		1600	
		1200	
		2200	950
Point Arguello	NPK	0800	950
		1600	
		1200	600
		2200	
WEST INDIES:—			
<u>Christiania, Jamaica</u>	<u>BZQ</u>	<u>0100 & 1300</u>	1200

* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty and U. S. A.
Hyd. Office Notice No. 1635 of 1920. (H. 4272-20.)

RED SEA—EASTERN SHORE.

Mokha—Light reported extinguished.

No 271 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished:—

Position.—On South fort, lat. $13^{\circ} 18\frac{1}{2}'$ N., long. $43^{\circ} 14'$ E.

Description.—A flashing white light.

Remarks.—The note “(*Repd. extinguished*) (1920)” is to be placed against this light on the charts.

Note.—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

Charts affected.—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e, Red sea—sheet 5.

„ 2523, Red sea.

Publications.—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395 ; Revised Supplement (3), 1917.

Authority.—French Light List, 1920. (*H. 4964/20.*)

*The 23rd
30th August 1920.*

AUSTRALIA—NEW SOUTH WALES.

Montagu Island (Barunguba)—Amended position of and depth over rock southward of.

No. 246 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1078 of 1920), are republished:—

Position (approximate).—At a distance of about 2 miles southward from Montagu island lighthouse, and one mile south-westward from the charted position of the $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which is to be expunged from the charts.

Lat. $36^{\circ} 17' 00''$ S., long. $150^{\circ} 14' 30''$ E.

Depth.—3 fathoms.

Description.—A pinnacle rock.

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publication.—Australia Pilot, Vol. II, 1918, page 448.

Authority.—Department of Navigation, Sydney. (*H. 4121/20.*)

KOREA, SOUTH-EAST COAST—YON DAI SAN.

Brine Point Lighthouse—Buoys north-westward of, withdrawn ;
Obstruction removed.

No. 247 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1920), are republished.

Position.—(i) At a distance of 2 miles, 326° , from Brine point light-house.

Lat. $35^{\circ} 01' N.$, long. $128^{\circ} 48\frac{1}{4}' E.$

(ii) At a distance of $1\frac{1}{4}$ miles, 324° , from the same light-house.

Details.—The two red conical buoys in the above positions have been withdrawn, the obstruction between the buoys having been removed.

Charts affected.—No. 1065, Masanpho harbour and approaches.

„ 3366, Fusan harbour to Port Hamilton.

Publication.—E. C. of Korea, &c., Pilot, 1913, page 67 ; Supplement No. 4, 1919.

Authority.—Tokyo Notice No. 77 of 1920. (H. 4368-20.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Existence of wreck.

No. 248 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1094 of 1920), are republished.

Position (approximate).—At a distance of 8 cables, 242° , from Kanabuse se light-beacon.

Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 58' E.$

Description.—Sunken wreck of a sailing vessel with two masts showing about 5 feet above water.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo Notice No. 87 of 1920. (H. 4369-20.)

BORNEO, NORTH COAST—LABUAN ISLAND.

Victoria Harbour—Light established ; Front Leading Light discontinued.

No. 249 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1101 of 1920), are republished :—

(1) Light established :

Position.—On Enoe beacon, at a distance of about $6\frac{1}{2}$ cables north-eastward from Enoe island.

Lat. $5^{\circ} 15\frac{1}{2}' N.$, long. $115^{\circ} 14\frac{3}{4}' E.$

Abridged description.—(U) Lt. F., Red.

Character.—A fixed red light.

Remarks.—The light is unwatched.

(2) Leading light discontinued :

Position.—Lat. $5^{\circ} 16\frac{1}{2}'$ N., long. $115^{\circ} 14\frac{3}{4}'$ E.*Details*.—The front leading light, an unwatched fixed red light, formerly situated in the above position, has been removed and is to be expunged from the charts, together with the leading line which referred to it.

The beacon from which the front leading light was exhibited still exists.

Charts affected.—No. 947, Victoria harbour.

„ 1844, Bruni bay and approaches.

„ 2109, Barram point to Nosong point.

Publications.—List of Lights, Part VI. 1920, Nos. 1108, 1109.

China Sea Pilot, Vol. IV, 1912, pages 109, 110; Supplement No. 5, 1920.

Authority.—Master Attendant, Singapore. (*H.* 4293-20.)

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

*Shaweishan (North) Channel—Light-Buoy established.**No. 250 (third publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1102 of 1920), are republished :—*Position*.—At a distance of 2 miles $3\frac{1}{4}$ cables, 152° , from Liu chiao beacon.Lat. $31^{\circ} 28'$ N., long. $121^{\circ} 43\frac{1}{4}'$ E.*Description*.—A light-buoy, painted black, exhibiting an *occulting white light every eight seconds*, thus :

<u>Light,</u>	<u>eclipse.</u>
4 secs.	4 secs.

Remarks.—The light-buoy with occulting white light, shown on some copies of chart No. 1199 about $2\frac{1}{2}$ miles north-westward of the above position, is to be expunged.*Charts affected*.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Publication.—China Sea Pilot, Part V, 1912, page 382.*Authority*.—Shanghai Notice No. 704 of 1920. (*H.* 4386-20.)

INDIA, WEST COAST.

*Karachi Harbour—Outer Gas buoy is out.**No. 251 (third publication)*.—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 118M. of 1920), are republished :—*Position*.—At a distance of about $3\frac{7}{10}$ cables eastward of the light on the end of the Manora breakwater.Lat. $24^{\circ} 47'$ N.Long. $67^{\circ} 59\frac{1}{4}'$ E.*Details*.—Information has been received from the Port Officer, Karachi, that the Outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is extinguished.*Chart temporarily affected*.—No. 40, Karachi Harbour.*Publication*.—West Coast of India Pilot, 1919, page 337.*Authority*.—The Port Officer, Bombay, dated 5th August 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

Gogha or Goga—Light re-exhibited.

No. 252 (third publication).—The following particulars, etc. relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 119M. of 1920), are republished :—

Former Notice—No. 93-M. of 1920. (*This Office No. 197 of 1920.*)

Position.—Lat. $21^{\circ} 40\frac{3}{4}'$ N.

Long. $72^{\circ} 15\frac{3}{4}'$ E.

Details.—The red fixed light on the south side of entrance to Gogha or Goga creek has been re-exhibited.

Charts affected.—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1919, page 270.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

Authority.—The Commissioner of Salt and Excise, Northern Division, Charagoda, dated 6th August 1920.

AUSTRALIA, EAST COAST—TRINITY BAY.

Cairns harbour entrance—Position of gas buoy altered.

No. 253 (third publication).—The Port Master, Brisbane, has given Notice (No. 3 of 1920), that on or about the 29th July 1920, the gas buoy marking the entrance to Cairns Harbour will be removed from its present location, 450 feet to the westward of the line of leads, to a position 4,700 feet seaward of the old clock beacon, and on the line of the black beacons marking the eastern side of the cutting, in latitude $16^{\circ} 50' 50''$ south, longitude $145^{\circ} 49' 25''$ east, with False Cape bearing south 50° east, distant 2 miles $1\frac{1}{2}$ cables.

The light at present exhibited from the old clock structure will then be discontinued.

Vessels entering the port will bring the leads on as before outside of the gas buoy, and pass it on the port hand.

Charts affected.—Nos. 3133, 2350, 2924, Australia Directory, Vol. II.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 254 (third publication).—

Former Notice.—No. 129 of 1919.

Subject.—The lighted gas buoy marking the Baroni rock is extinguished and will be replaced by an unlighted spherical buoy painted black with a white horizontal band as soon as the weather permits.

Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice dated 14th August 1920.

BORNEO, NORTH-WEST COAST.

Sungi Paloh entrance—Beacon erected.

No. 255 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1920), are republished:—

Position.—On the western side of the river and at a distance of about $1\frac{1}{2}$ miles from Tanjong Blimbing.

Lat. $1^{\circ} 46' 46''$ N., long. $109^{\circ} 17' 11''$ E.

Description.—A white beacon, with rectangular topmark.

Charts affected.—No. 2104, Tanjong Bayung to Tanjong Datu.

„ 2660a, China sea, southern portion—western sheet.

Publication.—China Sea Pilot, Vol. IV, 1912, page 44.

Authority.—Hague Notice No. 1298 of 1920. (*H. 4454-20.*)

NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCES.

Hayward Point—Light established.

No. 256 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1115 of 1920), are republished:—

Position.—At a distance of $17\frac{7}{10}$ cables, 303° , from Taiaroa head lighthouse.

Lat. $45^{\circ} 46'$ S., long. $170^{\circ} 42\frac{1}{4}'$ E.

Abridged description.—(U) Lt. Fl., W. R., *ev. 4 sec., vis. 10 & 8 m.*

Characteristics:

Character.—*Flashing every four seconds, with white and red sectors, thus:*

<u>Flash.</u>	<u>eclipse.</u>
$\frac{4}{10}$ sec.	$3\frac{6}{10}$ sec.

Visibility.—White light about 10 miles, red light about 8 miles.

Sectors.—*White* from 127° through south to 255° ;

Red thence to 307° .

Remarks.—The light is unwatched. The other characteristics of the light are not stated.

Note.—The *red* sector covers the shoals from Taiaroa head to the outer end of the bank.

Outward bound vessels should keep on the line of the leading lights until the *white* sector is entered before shaping their course.

Charts affected.—No. 2411, Otago harbour from the entrance to Dunedin.

„ 2532, Banks peninsula to Otago.

„ 2533, Otago to Mataura river.

„ 3629, Hokitika to Otago harbour.

Publications.—List of Lights, Part VI, 1920, No. 3039.

New Zealand Pilot, 1919, pages 362, 364.

Authority.—Wellington Notice No. 14 of 1920. (*H. 4436-20.*)

AUSTRALIA—QUEENSLAND, STRADBROKE ISLAND.

Swan Bay—Amendments to charts in vicinity of.

No. 257 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1123 of 1920), are republished:—

Position.—Jumpin pin, lat. $27^{\circ} 45'$ S., long. $153^{\circ} 28'$ E.

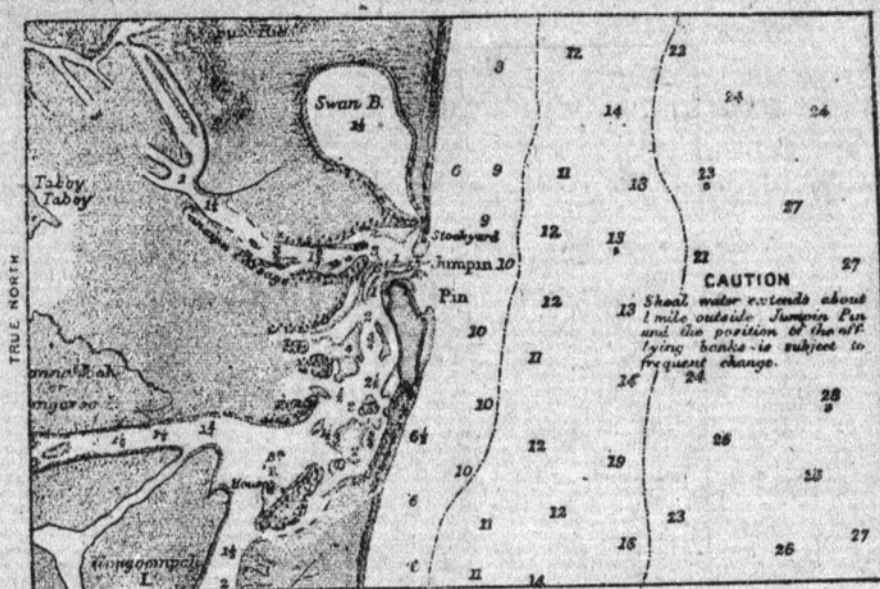
Details.—Amendments to the charts in the locality known as Jumpin pin, southward of Swan Bay, are shown on the accompanying reproduction of portions of charts Nos. 1029 and 3623.

Remarks.—From the reproduction it will be observed that a breach in the coast line, not hitherto shown on the chart, exists in this vicinity. Shoal water due to this opening extends as shown in the cautionary note on the reproduction.

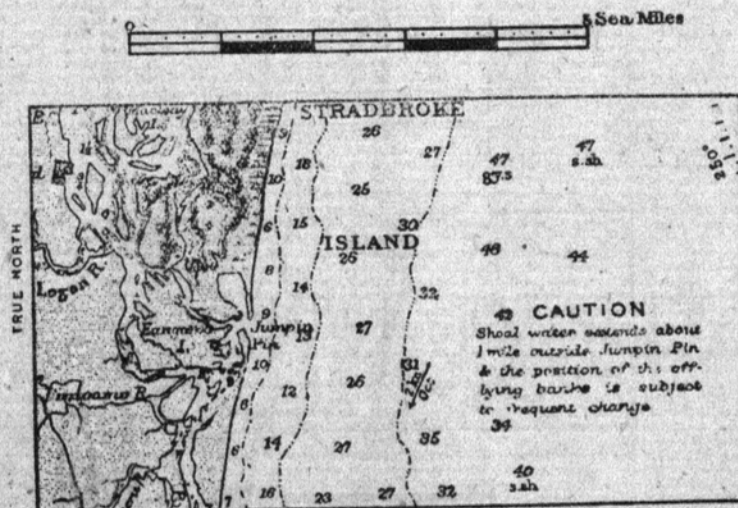
Charts affected.—No. 1029, Danger point to Cape Morton.
 „ 3623, Cape Byron to Lady Elliot island.

Publication.—Australia Pilot, Vol. III, 1916, page 90.

Authority.—Marine Department, Brisbane. (H. 3002/20.)



Reproduction of Portion of Chart N°1029



Reproduction of Portion of Chart N°3623

JAPAN—INLAND SEA.

Mitsugahama—Amendments to charts with regard to harbour works.

No. 258 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1124 of 1920), are republished:—

Position.—Minato Yama A, lat. 33° 52' N., long. 132° 42' E.

Details.—The accompanying reproductions of portions of charts Nos. 83 and 694 show the necessary amendments with regard to the new harbour works at Mitsugahama.

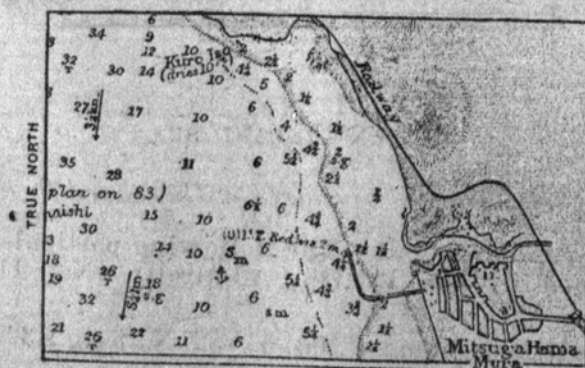
Charts affected.—No. 83, Gogo shima to Miyo shima, with plan.
 „ 694, Plan of Gogo shima and Horiyé anchorages.
 „ 3154, Ominase to Gogo shima.
 „ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1946.
 Japan Pilot, 1914, page 365; Revised Supplement (2), 1914.

Authority.—Tokyo Notice No. 49 of 1920. (H. 4039/20.)



Reproduction of Portions of Chart N° 83.



Reproduction of Portion of Chart N° 694.

JAVA, NORTH COAST.

Semarang Bay—Amended position of shoal; Alterations in buoyage.

No. 259 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1125 of 1920), are republished:—

Position.—Semarang, lat. $6^{\circ} 58' S.$, long. $110^{\circ} 24\frac{1}{2}' E.$

Details.—The accompanying reproduction of a portion of the plan of Semarang bay on chart No. 932 shows the amended position of the $2\frac{1}{2}$ -fathom shoal, which is now marked by the light-buoy indicated.

The light-buoys and buoys formerly in existence, but which are not shown on the reproduction, have been withdrawn.

Dredging in the approach is no longer in progress and the limits of this area and prohibited anchorage have therefore been omitted from the reproduction.

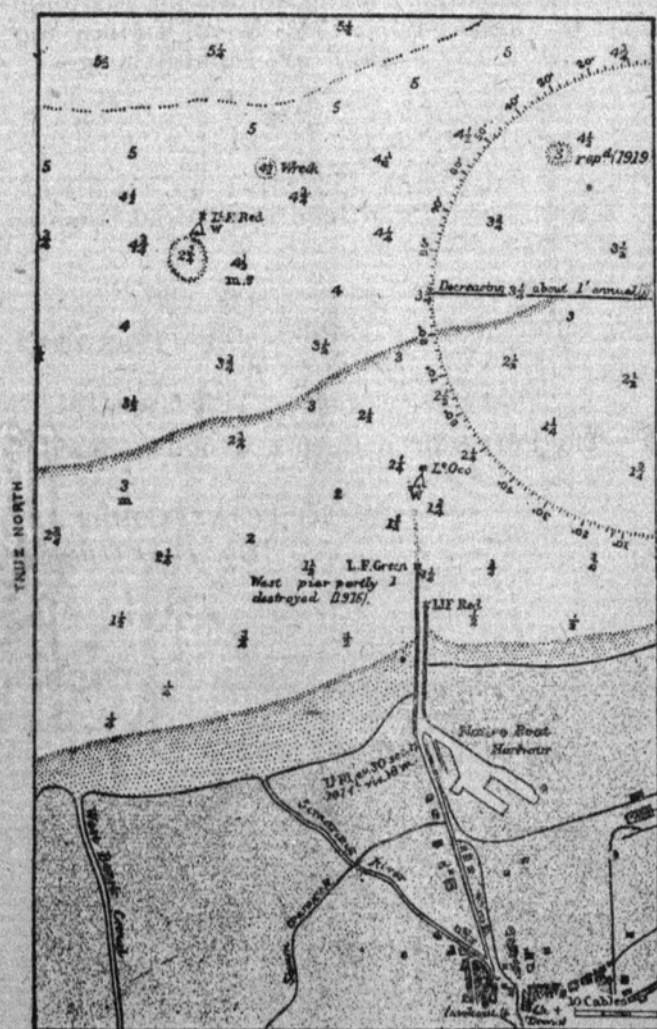
Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

Publication—Eastern Archipelago Pilot, Part II, 1913, pages 117, 118; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (*H. 3201/20.*)



SUMATRA, WEST COAST—MENTAWI ISLANDS.

North and South Pagi Islands—Patches of discoloured water eastward of, to be expunged from chart.

No. 260 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1126 of 1920), are republished :—

Former Notice.—No. 770 of 1920. (*This Office No. 162 of 1920.*)

Position.—(1) At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat. $2^{\circ} 31' 30''$ S., long. $100^{\circ} 05' 00''$ E.

(2) At a distance of about $4\frac{1}{2}$ miles eastward from Simapopo on the east coast of South Pagi island.

Lat. $2^{\circ} 54' 00''$ S., long. $100^{\circ} 26' 00''$ E.

Note.—The danger lines in these positions and the notes “Discoloured water reported (1920)” are to be expunged from the chart.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, pages 462, 465.

Authority.—Netherlands Hydrographer. (*H. 3201/20.*)

BAY OF BENGAL—BURMA, COAST OF ARAKAN.

Zalattaung Island—Light discontinued.

No. 261 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 120 M. of 1920), are republished :—

Position.—Lat. $18^{\circ} 30\frac{1}{2}'$ N.

Long. $94^{\circ} 13\frac{3}{4}'$ E.

Details.—The red fixed light, exhibited on the west extreme of the Island, has been discontinued and is to be expunged from the Admiralty publications.

Chart affected.—No. 832, Cheduba Strait and Ramree Harbour.

Publications.—Bay of Bengal Pilot, 1910, page 364; List of Lights, Part VI, 1920, No. 636.

Indian List of Lights, 38th issue, 1919, page 50.

Authority.—The Port Officer, Burma, Rangoon, dated 4th August 1920.

W. K. THYNE, COMDR., R.I.M.,

Dy. Port Officer of Calcutta.

The Calcutta Gazette.

PUBLISHED BY AUTHORITY.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

WEDNESDAY, SEPTEMBER 22, 1920.

PART V:

Acts of the Indian Legislative Council assented to by the Governor General.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor General on the 9th September, 1920, and is hereby promulgated for general information:—

ACT No. XXXIII OF 1920.

An Act to authorise the taking of measurements and photographs of convicts and others.

WHEREAS it is expedient to authorise the taking of measurements and photographs of convicts and others; It is hereby enacted as follows:—

1. (1) This Act may be called the Identification of Prisoners Act, 1920; Short title and extent. and

(2) It extends to the whole of British India, including British Baluchistan, the Sonthal Parganas and the district of Angul.

2. In this Act, unless there is anything repugnant in the subject or context,—
Definitions.

(a) "measurements" include finger impressions and foot-print impressions;

(b) "police officer" means an officer in charge of a police-station, a police officer making an investigation under Chapter XIV of

the Code of Criminal Procedure, 1898, or any other police officer not below the rank of sub-inspector; and

(c) "prescribed" means prescribed by rules made under this Act.

3. Every person who has been—

Taking of measurements, etc., of convicted persons.

(a) convicted of any offence punishable with rigorous imprisonment for a term of one year or upwards, or of any offence which would render him liable to enhanced punishment on a subsequent conviction; or

(b) ordered to give security for his good behaviour under section 118 of the Code of Criminal Procedure, 1898,

shall, if so required, allow his measurements and photograph to be taken by a police officer in the prescribed manner. V of 1898.

4. Any person who has been arrested in connection with an offence punishable with rigorous imprisonment for a term of one year or upwards shall, if so required by a police officer, allow his measurements to be taken in the prescribed manner.

5. If a Magistrate is satisfied that, for the purposes of any investigation or proceeding under the Code of Criminal Procedure, 1898, it is expedient to direct any person to allow his measurements or photograph to be taken, he may make an Power of Magistrate to order a person to be measured or photographed. V of 1898.

order to that effect, and in that case the person to whom the order relates shall be produced or shall attend at the time and place specified in the order and shall allow his measurements or photograph to be taken, as the case may be, by a police officer :

Provided that no order shall be made directing any person to be photographed except by a Magistrate of the first class :

Provided further, that no order shall be made under this section unless the person has at some time been arrested in connection with such investigation or proceeding.

6. (1) If any person who under this Act is required to allow his measurements or photograph to be taken resists or refuses to allow the taking of the same, it shall be lawful to use all means necessary to secure the taking thereof.

(2) Resistance to or refusal to allow the taking of measurements or photographs under this Act shall be deemed to be an offence under section 186 of the Indian Penal Code.

7. Where any person who, not having been previously convicted of an offence punishable with rigorous imprisonment for a term of one year or upwards, has had his measurements taken or has been photographed in accordance with the provisions of this Act is released without trial or discharged or acquitted by any Court, all measurements and all photographs (both negatives and

copies) so taken shall, unless the Court or (in a case where such person is released without trial) the District Magistrate or Sub-divisional Officer for reasons to be recorded in writing otherwise directs, be destroyed or made over to him.

8. (1) The Local Government may make rules Power to make for the purpose of carrying rules. into effect the provisions of this Act.

(2) In particular and without prejudice to the generality of the foregoing provision, such rules may provide for—

- (a) restrictions on the taking of photographs of persons under section 5 ;
- (b) the places at which measurements and photographs may be taken ;
- (c) the nature of the measurements that may be taken ;
- (d) the method in which any class or classes of measurements shall be taken ;
- (e) the dress to be worn by a person when being photographed under section 3 ; and
- (f) the preservation, safe custody, destruction and disposal of records of measurements and photographs.

9. No suit or other proceeding shall lie against any person for anything done, or intended to be done, in good faith under this Act or under any rule made thereunder.

A. P. MUDDIMAN,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor General on the 9th September, 1920, and is hereby promulgated for general information :—

ACT No. XXXIV OF 1920.

An Act to take power to require passports of persons entering British India.

WHEREAS it is expedient to take power to require passports of persons entering British India; It is hereby enacted as follows :—

1. (1) This Act may be called the Indian Passport Act, 1920.
Short title and extent.

(2) It shall extend to the whole of British India, including British Baluchistan, the Sontal Parganas and the district of Angul.

2. In this Act, unless there is anything repugnant in the subject or context,—
Definitions.

“entry” means entry by water, land or air;

“passport” means a passport for the time being in force issued or renewed by the prescribed authority and satisfying the conditions prescribed relating to the class of passports to which it belongs; and

“prescribed” means prescribed by rules made under this Act.

3. (1) The Governor General in Council may make rules requiring that persons entering British India shall be in possession of passports, and for all matters ancillary or incidental to that purpose.
Power to make rules.

(2) Without prejudice to the generality of the foregoing power such rules may—

(a) prohibit the entry into British India or any part thereof of any person who

has not in his possession a passport issued to him;

(b) prescribe the authorities by whom passports must have been issued or renewed, and the conditions with which they must comply, for the purposes of this Act; and

(c) provide for the exemption, either absolutely or on any condition, of any person or class of persons from any provision of such rules.

(3) Rules made under this section may provide that any contravention thereof or of any order issued under the authority of any such rule shall be punishable with imprisonment for a term which may extend to three months, or with fine or with both.

(4) All rules made under this section shall be published in the Gazette of India, and shall thereupon have effect as if enacted in this Act.

4. (1) Any officer of police, not below the rank of a sub-inspector, and any officer of the Customs Department empowered by a general or special order of the Local Government in this behalf may arrest without warrant any person who has contravened or against whom a reasonable suspicion exists that he has contravened any rule or order made under section 3.
Power of arrest.

(2) Every officer making an arrest under this section shall, without unnecessary delay, take or send the person arrested before a Magistrate having jurisdiction in the case or to the officer in charge of the nearest police-station and the provisions of section 61 of the Code of Criminal Procedure, 1898, shall, so far as may be, apply in V of 1898. the case of any such arrest.

5. The Local Government may, by general or special order, direct the removal of any person from British India who, in contravention of any rule made under section 3 prohibiting entry into British India without passport, has entered therein, and thereupon any officer of Government shall have all reasonable powers necessary to enforce such direction.
Power of removal.

A. P. MUDDIMAN,

Secretary to the Government of India.

**GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.**

The following Act of the Indian Legislative Council received the assent of the Governor General on the 9th September, 1920, and is hereby promulgated for general information:—

ACT No. XXXV of 1920.

An Act to validate certain indentures relating to property formerly held by the Basel Mission Trading Company, and to provide for the incorporation of Trustees and for other purposes.

WHEREAS, by an order made by the Governor General in Council in exercise of the powers conferred by section 7 of the Enemy Trading Act, 1916, and bearing date the twenty-second day of May, 1919, certain property was vested in the Custodian of Enemy Property for Madras and Coorg; and

Whereas in pursuance of an order made by the Governor General in Council, dated the twenty-fifth day of August, 1919, the said Custodian, by an indenture dated the twenty-sixth day of January, 1920, and referred to in the Second Schedule as Indenture A, transferred the said property to certain trustees on trusts therein declared; and

Whereas by divers mesne appointments the said property became vested upon the said trusts in the persons named in the First Schedule; and

Whereas the persons named in the First Schedule (hereinafter referred to as the said Trustees) have, with the approval of the Governor General in Council, by an indenture dated the twenty-first day of August, 1920, and referred to in the said Schedule as Indenture B, transferred the said property to the Commonwealth Trust, Limited, a corporation incorporated in England, for the purposes and upon the terms and conditions in the said indenture set out; and

Whereas doubts have arisen and may arise as to the validity of certain matters in connection with the above-mentioned transfers; and

Whereas it is expedient to terminate such doubts and to constitute the said Trustees a body corporate in order that the intention of the said transfers may be fully carried out;

It is hereby enacted as follows:—

1. This Act may be called the Basel Mission Trading Company Act, 1920.
Short title.

2. (1) The persons named in the First Schedule of and their predecessors in Trustees. office shall be deemed to have been validly appointed trustees of the indenture referred to in the Second Schedule as Indenture A, and together with their successors in office, are hereby constituted a body corporate with perpetual succession and a common seal and may sue and be sued by the corporate name of the Mission Trust of Madras.

(2) For the purposes of the appointment of the successors to the persons named in the first Schedule in their office as such trustees, the provisions of the Indian Trusts Act, 1882, shall be deemed to apply, and appointments of any trustees which are required to be made by the National Missionary Council of India shall be sufficiently made if made by writing under the hand of the Chairman of that body.

3. Notwithstanding anything contained in any Validation of deeds, enactment or rule of law to etc. the contrary, the indentures described in the Second Schedule are hereby declared to be validly made and the property transferred or purporting to be transferred therein shall be deemed to have been duly transferred by the said indentures, and all acts or things heretofore done under either of the said indentures are validated and confirmed, and every obligation imposed or purporting to be imposed on any person mentioned in either of the said indentures shall be binding in law on the person named therein, whether such person is or is not a party to such indenture.

4. No suit or other legal proceeding shall be brought against the said Trustees or the Commonwealth Trust, Limited by or on behalf of any creditor, shareholder or bondholder of the Basel Mission Trading Company or any other person whatsoever for the payment of any sum due or alleged to be due by the said Company, unless the consent of the Governor General in Council has first been obtained.

THE FIRST SCHEDULE.

(See Section 2.)

John Anderson Thorne, Secretary to the Board of Revenue (Land Revenue), Madras.

Paul Appaswami, Judge of the Court of Small Causes, Madras.
Muthiah David Devadoss, Barrister-at-Law, Madras.

Duncan Gordon MacNaughton Leith, Secretary, German Missions Committee of the National Missionary Council.

Anthony Watson Brough of the London Mission, Erode, Madras.

THE SECOND SCHEDULE.

(See Sections 2 and 3.)

INDENTURE A.

Date.	Parties.	Short effect.
26th January, 1920 ... Registered at Madras, on 25th June, 1920, being Serial No. 2035 of 1920 in Registration Book No. 1 of the office of the Registrar of Madras, Chingleput.	Daniel Chamier, Custodian of Enemy Property, Madras and Coorg, (therein referred to as the Custodian) of the first part and Henry Reginald Pate, Secretary to the Board of Revenue (Land Revenue), Madras, Arthur Davies, The Reverend William Meston, The Hon'ble Mr. Muthiah David Devadoss and the Reverend Duncan Gordon MacNaughton Leith of the other part.	Being a transfer by the Custodian to the Trustees on the trusts therein mentioned of the undertaking and of all property moveable or immoveable in the Madras Presidency and Coorg formerly belonging to, or held in trust for, the Company or Society commonly known in India as the Basel Mission Trading Company and which became vested in the Custodian by Order of the Governor General in Council, dated 22nd May 1919.

INDENTURE B.

Date.	Parties.	Short effect.
21st August 1920 ... Registered at Madras, on 21st August, 1920, being Serial No. 2825 of 1920 in Registration Book No. 1 of the office of the Registrar of Madras, Chingleput.	John Anderson Thorne, Secretary to the Board of Revenue, Madras, Paul Appaswami, The Hon'ble Mr. Muthiah David Devadoss, the Reverend Duncan Gordon MacNaughton Leith and the Reverend Anthony Watson Brough, (therein referred to as the Trustees) of the one part and the Commonwealth Trust, Limited, a company registered under the English Companies Acts, (therein referred to as the Company) of the other part.	Being a transfer on the terms and conditions and subject to the reservations therein mentioned by the Trustees to the Company of the undertaking and property comprised in the deed, dated 26th January, 1920 and referred to above as Indenture A.

A. P. MUDDIMAN,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor General on the 9th September, 1920, and is hereby promulgated for general information :—

ACT No. XXXVI OF 1920.

An Act further to amend the Indian Coinage Act, 1906.

WHEREAS it is expedient further to amend the Indian Coinage Act, 1906; It is hereby enacted as follows :—

1. This Act may be called the Indian Coinage (Amendment) Act, 1920.
Short title.
2. In section 11 of the Indian Coinage Act, Amendment of 1906, for the word section 11 of Act "fifteen" the word III of 1906. "ten" shall be substituted.
3. The Gold Ordinance, 1920, is hereby repealed.
Repeal of Ordinance III of 1920.

A. P. MUDDIMAN,
Secretary to the Government of India

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor General on the 9th September, 1920, and is hereby promulgated for general information :—

ACT No. XXXVII OF 1920.

An Act further to amend the Indian Army Act, 1911.

WHEREAS it is expedient further to amend the Indian Army Act, 1911; It is hereby enacted as follows :—

1. This Act may be called the Indian Army (Amendment) Act, 1920.

Short title.

2. In sub-section (2) of section 20 of the Indian Army Act, 1911, (hereinafter referred to as the said Act),—

Amendment of section 20 of Act VIII of 1911.

(1) for the words "Imprisonment in military custody may be specified as such a minor punishment" the words "Imprisonment in military custody and, in the case of persons subject to this Act on active service, any prescribed field punishment may be specified as minor punishments" shall be substituted; and

(2) in clause (a) after the word "imprisonment" the words "or field punishment" shall be inserted.

3. In section 24 of the said Act—

(1) to sub-section (1) the words "He may at any time arrest and detain for trial any person subject to this Act who commits an offence and may also carry into effect any punishments to be inflicted in pursuance of the sentence of a court-martial" shall be added; and

Amendment of section 24 of Act VIII of 1911.

(2) for sub-sections (2) and (3) the following sub-section shall be substituted, namely :—

"(2) A provost-marshal may punish with any punishment mentioned in section 22, sub-section (1), clause (b) any follower who is subject to this Act under section 2, sub-section (1), clause (c) and is a menial servant and who on active service and in his view, or in the view of any of his assistants, commits any breach of good order and military discipline."

4. In section 41 of the said Act—

Amendment of section 41 of Act VIII of 1911.

(1) in clause (a) after the word "punishment," and

(2) in clause (b) after the word "punishment" where it first occurs,

the words "other than whipping" shall be inserted.

5. For section 45 of the said Act the following Substitution of new section shall be substituted, section for section 45 of Act VIII of 1911. namely :—

"45. Where any person, subject to this Act Field punishment. and under the rank of warrant officer, on active service is guilty of any offence, it shall be lawful for a court-martial to award for that offence any such punishment, other than flogging, as may be prescribed as a field punishment. Field punishment shall be of the character of personal restraint or of hard labour but shall not be of a nature to cause injury to life or limb."

6. In sections 46 and 49 of the said Act, for the Amendment of sections 46 and 49 of Act VIII of 1911. words "corporal punishment" the words "field punishment" shall be substituted.

7. In section 50 of the said Act—

(1) to clause (a) the words Amendment of section 50 of Act VIII of 1911. "or of field punishment awarded by a court-martial or such officer" shall be added; and

(2) in clause (b) after the word "imprisonment" the words "or field punishment" shall be inserted.

8. For section 67 of the said Act the following Substitution of new section shall be substituted, section for section 67 of Act VIII of 1911. namely :—

"67. No trial by court-martial of any person Limitation of trial. subject to this Act for any offence, other than an offence of mutiny, desertion or fraudulent enrolment, shall be commenced after the expiration of three years from the date of such offence, and no such trial for an offence of desertion (other than desertion on active service) or of fraudulent enrolment shall be commenced if the person in question has, subsequently to the commission of the offence, served continuously in an exemplary manner for not less than three years with any portion of His Majesty's regular forces."

Explanation.—For the purposes of this section, 'mutiny' means any of the offences specified in clauses (a), (b) and (c) of section 27."

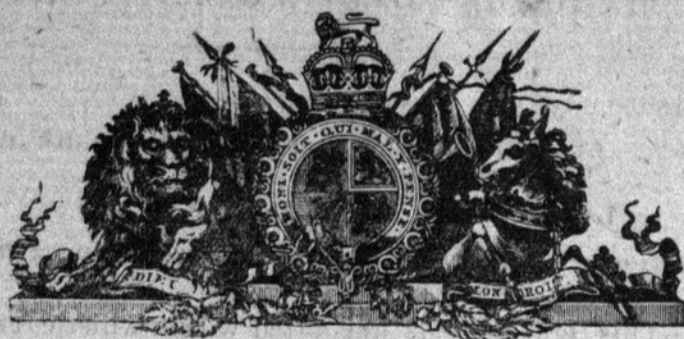
9. After clause (b) of sub-section (2) of section Amendment of section 113 of the said Act the 113 of Act VIII of 1911. following clause shall be inserted, namely :—

"(bb) the specification of the punishments which may be awarded as field punishments under sections 20 and 45."

10. Section 111 of the said Act is hereby Repeal of section 111 of Act VIII of 1911. repealed.

A. P. MUDDIMAN,

Secretary to the Government of India.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 29, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.L.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 20th September 1920.

CHINA, EAST COAST.

Kyau Chau Bay Entrance—Amended Description of Light-Buoys.

No. 277 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished :—

Former Notice.—No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy :

Position.—At a distance of about $2\frac{1}{2}$ cables north-westward from Horse Shoe rock light-beacon.

Lat. $36^{\circ} 04\frac{1}{2}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a bell, as stated in the former Notice.

(2) No. 8 light-buoy :

Position.—At a distance of about $3\frac{1}{4}$ cables south eastward from Yu-nui-san lighthouse.

Lat. $36^{\circ} 02\frac{1}{2}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a whistle as stated in the former Notice.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

Publication.—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

Authority.—Japanese Hydrographer. (*H. 5108-19.*)

NEW ZEALAND—SOUTH ISLAND.

Otago Harbour—Alteration in Lights.

No. 278 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished :—

(1) Light established :

Position (approximate).—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards, 186° from No. 2 red beacon.

Lat. $45^{\circ} 48\frac{1}{4}'$ S., long. $170^{\circ} 44\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Fl., *ev. sec.* (*posn. approx.*).

Characteristics :

Character.—*Flashing white every second.*

Structure.—Rectangular beacon painted in black and white horizontal stripes.

Remarks.—The light is unwatched.

(2) Alteration in character of light :

Position.—On No. 2 red beacon.

New abridged description—Lt. Fl., *ev. 2 sec.* (U).

Alteration.—The character of the light has been altered from fixed red to *flashing white every two seconds*.

Remarks.—This light in line with the light described above in (1), bearing 186° , leads clear of the end of the mole at the harbour entrance.

Note.—The above leading line is to be inserted on the chart with the note "*Lights in line (S. 13° E.)*."

(3) Amended position of rear leading light :

Position.—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards, 179° , from Harrington point front leading light.

Description.—A fixed white light as described in the Admiralty List of Lights.

Remarks.—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S. 20° E.)*"

Variation.—19° E.

Chart affected.—No. 2411, Otago harbour, with plan.

Publications.—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.
New Zealand Pilot, 1919, page 362.

Authority.—Wellington Notice No. 12 of 1920. (H. 4435-20.)

PHILIPPINE ISLANDS—TIKAO ISLAND.

San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.

No. 279 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

1. Existence of shoal:

Position.—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat. 12° 43' 04" N., long. 123° 34' 55" E., on chart No. 3369.

Depth.—7 fathoms (rock).

2. Decreased depth on shoal:

Position.—Lat. 12° 42' 30" N., long. 123° 36' 36" E.

Depth.—4 fathoms (sand and coral).

Remarks.—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

Charts affected.—No. 3369, Luzon island to Masbate island.

„ 3368. Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 488.

Authority.—U. S. A. Government Chart. (H. 4848 & 4950-20.)

AUSTRALIA—NEW SOUTH WALES.

Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.

No. 280 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

Former Notice.—No. 1078 of 1920. (This office No. 246 of 1920.)

(1) Rock:

Position.—At a distance of about 1½ miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.
Lat. 36° 16' 40" S., long. 150° 13' 54" E.

Depth.—3 fathoms.

Description.—A pinnacle rock.

(2) Shoal :

Position.—At a distance of about $1\frac{1}{2}$ miles south-eastward from Montagu island light-house.

Lat $36^{\circ} 16' 30''$ S., long. $150^{\circ} 15' 30''$ E.

Depth.— $2\frac{1}{2}$ fathoms (P. D.).

Remarks.—The $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publication.—Australia Pilot, Vol. II, 1918, page 448.

Authority.—Department of Navigation, Sydney. (H. 4121-20.)

INDIA, WEST COAST—MANDOVI RIVER.

“Campal” Lighthouse—Alteration in Position.

No. 281 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished :—

Details.—The position of the Front Leading Lighthouse “Campal” exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

Position.—Lat. $15^{\circ} 29\frac{1}{4}'$ N.

Long. $73^{\circ} 49\frac{1}{4}'$ E.

Description.—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

Chart affected.—No. 492, Aguada to St. George Island.

Publications.—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920. No. 427.

Indian List of Lights in press.

Authority.—Captain of the Port, Nova Goa, dated 24th August 1920.

INDIA—WEST COAST.

Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.

No. 282 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished :—

Former notice.—No. 84-M of 1920. (*This office No. 173 of 1920.*)

Details.—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

Authority.—His Britannic Majesty's Consul for Goa, dated 24th August 1920.

The 13th September 1920.

EASTERN ARCHIPELAGO.

Netherlands Indies—Regulations for entering Zee-Gats and Harbours.

No. 272 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished:—

The following regulations have been made by the Netherlands Government:—

Manœuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.

Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

Publications.—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

Authority.—Hague Notice No. 150 (Miscellaneous) of 1920. (*H. 5105-20.*)

KOREA.

Quelpart Island (Saishu To)—Obstruction reported northward of.

No. 273 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

Position (approximate).—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat. 33° 35' 30" N., long. 126° 42' 45" E., on chart No. 3365.

Details.—A vessel struck a submerged obstruction in approximately the above position, and a depth of 4½ fathoms was reported.

Note.—The above depth is to be inserted on the charts and marked "P. A." with the year date "(1919)."

Charts affected.—No. 3365, Port Hamilton to Mackau group.
 „ 104, Korean archipelago—southern portion.
 „ 3480, Shantung promontory to Nagasaki.
 „ 2347, Honshū, Kiusiu, and Shikoku, &c.
 „ 1262, Hongkong to Gulf of Liau-tung.

Publications.—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

Authority.—U. S. A. Hyd. Office Notice No. 1969 of 1920. (*H.* 4842-20.)

JAPAN—HONSHŪ, SENDAI BAY.

Jizo Jima—Light established

No. 274 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

Position.—On islet known as Jizo jima situated one cable, 97°, from the southern extremity of Umahanashi sima.

Lat. 38° 20' N., long. 141° 05' E.

Abridged description.—Lt. Fl., *Red*, *ev. 3 sec.*, *vis. 8 m.* (U)

Characteristics:

Character.—*Flashing red every three seconds.*

Elevation.—67 feet.

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White octagonal stone tower, 35 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 806, Sendai bay to Miyako bay, with inset.

„ 3334, Tokyo to Sendai bay.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

Publications.—List of Lights, Part VI, 1920, No. 2069b.

Japan Pilot, 1914, page 234.

Authority.—Department of Communications, Tokyo, Notice No. 736 of 1920. (*H.* 4799-20.)

AUSTRALIA—EAST COAST.

South Solitary Island light—Signal Station to be discontinued

No. 275 (second publication).—

Subject.—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

Position.—On summit of South Solitary Island.

Lat. 30° 12' S., long. 153° 17' E. on Chart No. 1027.

Note.—No further notice will be given.

Charts affected.—No. 1026, The Solitary Islands and Adjacent Coast.

„ 1027, Coffs Islands to Evans Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2580.
Australia Pilot, Vol. III, 1916, page 81.
Sailing Directions for the Coast of New South Wales,
second Edition, 1920, pages 87 and 111.
Authority.—Melbourne Notice No. 19 of 1920.

BISMARCK ARCHIPELAGO—NEW BRITAIN.

Rabaul—Information with regard to lighting, etc.

No. 276 (second publication).—

Subject.—The following information has been received from the Administrator, Rabaul:—

“The temporary light formerly shown from Matupi Point has been discontinued, and the shoal lying east of Dawapia Point, known as the Beehive, is marked by a beacon with a black shape, from which no light is exhibited.”

Chart affected.—No. 524, Plan of Blanche Bay.

Publication.—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and 370.

Authority.—Melbourne Notice No. 20 of 1920.

The 6th September 1920.

CHINA, SOUTH COAST—CANTON RIVER.

Wangmun Entrance light—Alteration in characteristics.

No. 262 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished:—

Position.—On the western edge of Swashway bank.

Lat. $22^{\circ} 35\frac{1}{2}'$ N., long. $113^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., ev. 3 sec., 40 ft., vis. 12 m.

Details.—The group occulting white light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing white every three seconds, thus:

Flash,	eclipse.
$\frac{3}{10}$ sec.	$2\frac{7}{10}$ secs.

Visibility.—12 miles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 3682, Kap sing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2562, Canton river with its western branches.

Publications.—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

Authority.—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

Amendments to charts with regard to shoals.

No. 263 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished:—

Position.—(a) San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long. $124^{\circ} 17'$ E.

(b) Green island, lat. $12^{\circ} 33\frac{1}{4}'$ N., long. $124^{\circ} 28'$ E.

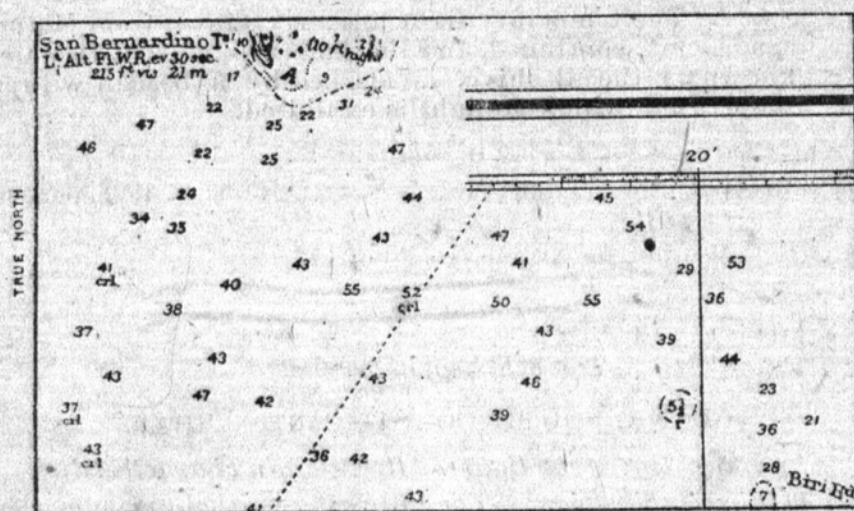
Charts affected.—No. 3370, San Bernardino strait and approaches.

2577, Philippine islands between San Bernardino and Mindoro straits.

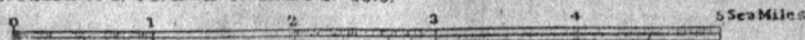
943. Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

Authority.—U.S.A. Government Chart. (*H. 1027/20.*)



Reproduction of Portions of Chart N° 3370.



INDIA, WEST COAST.

Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.

No. 264 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

Position.—At a distance of about 6 cables northward of Middle ground.

Lat. $18^{\circ} 55\frac{3}{4}'$ N., long. $72^{\circ} 50\frac{3}{4}'$ E.

Details.—There is now a least depth of 24 feet over the Flagstaff shoal.

Note.—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

Details.—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“*The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.*”

Remarks.—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island. (1)

Authority.—Port Officer, Bombay. (*H. 4245/20 & 5172/19.*)

INDIA, WEST COAST.

Port of Bombay—Amended western limit.

No. 265 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

Position.—Malabar point, lat. $18^{\circ} 53\frac{1}{4}'$ N., long. $72^{\circ} 47\frac{3}{4}'$ E.

Details.—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

Note.—The southern limit is as shown on the chart.

Chart affected.—No. 2621, Bombay harbour.

Publication.—W.C. India Pilot, 1919, page 221.

Authority.—Port Officer, Bombay. (*H. 4245/20.*)

JAPAN—HONSHU, SOUTH COAST.

Su-no-saki—Amended position of light.

No. 266 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished :—

Former Notice.—No. 981 of 1920. (*This office No. 219 of 1920.*)

Position (approximate).—Lat. $34^{\circ} 58' 40''$ N., long. $139^{\circ} 45' 26''$ E., on chart No. 2657.

Description.—An *alternating flashing white and red light every thirty seconds*, as described in the former notice.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

Publications.—List of Lights, Part VI, 1920, No. 2062a
Japan Pilot, 1914, page 197.

Authority.—Hydrographic Department. (*H. 4431/20.*)

JAPAN—GULF OF TOKYO.

Tsurugi Zaki—Non-existence of shoal south-eastward of.

No. 267 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished :—

Former Notice.—No. 1801 of 1919. (*This office No. 344 of 1919.*)

Position.—At a distance of about $11\frac{1}{2}$ cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

Details.—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “ (Less water repd., 1919) ” is to be expunged from the charts.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

Publication.—Japan Pilot, 1914, page 194 ; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 403 of 1919. (*H. 1644/20.*)

COCHIN CHINA—SAIGON RIVER ENTRANCE.

Kua Tieu Entrance—Alterations in buoyage.

No. 268 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished :—

1. Bell-buoy established—

Position.—At a distance of about $5\frac{3}{4}$ miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat. $10^{\circ} 14' 52''$ N., long. $106^{\circ} 54' 10''$ E.

Description.—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.

2. Alteration in position of wreck²-marking buoy:—

New position.—At a distance of about 4 cables south-westward from former position and half a mile south-westward from the wreck *Cambodge*.

Lat. $10^{\circ} 13' 45''$ N., long. $106^{\circ} 51' 34''$ E.

Description.—A green conical buoy.

3. Wreck-marking buoy established:—

Position (approximate).—At a distance of about one cable south-westward from the wreck of the *Francis Garnier*, and one mile south-eastward from Mirador point fort.

Lat. $10^{\circ} 15' 28''$ N., long. $106^{\circ} 46' 45''$ E.

Description.—A red conical buoy with cone topmark.

Remarks.—The wreck of the *Francis Garnier* is incorrectly shown and described as a rock on chart No. 1016, which is to be corrected accordingly.

Note.—The above positions refer to chart No. 1016.

Charts affected.—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

Publication—China Sea Pilot, Vol. III, 1912, page 187; Supplement No. 4, 1919.

Authority.—H. B. M. Consul, Saigon. (*H.* 4233-20.)

PORTUGUESE EAST AFRICA—POMBA (MWAMBI) BAY.

Mpira point light—Characteristics of.

No. 269 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1180 of 1920), are republished:—

Position (approximate).—On the western extremity of Mpira point.

Lat. $12^{\circ} 57\frac{1}{4}'$ S., long. $40^{\circ} 29\frac{1}{4}'$ E.

New abridged description.—Lt. F., Red 41 ft., vis. 7 m. (*P. A.*).

Details.—This light has the undermentioned characteristics:—

Character.—Fixed red.

Elevation.—41 feet.

Visibility.—7 miles.

Structure.—Black wooden tower, 42 feet in height.

Remarks.—The note “(Lt. building)” shown against Mpira point on the plan of Pomba bay is to be expunged.

Chart affected.—No. 1809, Mozambique harbour to Ras Pekawi with plan.

Publications.—List of Lights, Part VI, 1920, No. 93a.

Africa Pilot, Part III, 1915, page 296; Revised Supplement (2), 1919.

Authority.—Hydrographic Department. (*H.* 6327-18.)

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

General Remarks.

No. 270 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1181 of 1920), are republished:—

Former Notice—No. 1000 of 1920 (*This office No. 221 of 1920*); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from

ships at sea all over the world, and at the same time to organize the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmissions. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

ISSUE OF WEATHER BULLETINS TO SHIPS.

6. A wireless *weather bulletin* may contain both or either of the following—

- (a) A *weather report*, which is an official statement of existing weather conditions, and-or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G. M. T.) (3.)	Wave (Metres). (4.)
AUSTRALASIA:—			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills) ...	VIS		600
Awanui Radio ...	VLA	} No details	No details
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Island ...	VLC		
Macquarie Island Radio ...	VIQ		
BERMUDAS:—			
<u>Somerset Island</u> ...	<u>BZR</u>	<u>0015 & 1215</u>	1600
BRAZIL:—			
Ilha do Governador ...	SOH	0000*	1800
CANADA:—			
<u>Barrington Passage</u> ...	<u>VAL</u>	<u>0130 & 1330</u>	<u>1600</u>
CHINA:—			
Shanghai—Zika wei ...	FFZ	0300*, 0900	600
FRANCE:—			
Eiffel Tower ...	FL	0945†, 2330*	2500
FRENCH OCEANIA:—			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
GERMANY:—			
Norddeich ...	KAV	1200,* 2200	1650
GREAT BRITAIN:—			
Poldhu "Western" ...	MPD	0930	2700
Cleethorpes "Eastern" ...	BYB	1700	3000
" " "Northern" ...	BYB	1700	3000
" " "Scandinavia" ...	BYB	1700	3000
HAWAIIAN Island:—			
Pearl Harbour ...	NPM	{ 0230, 0630 } { 1830, 2230 }	600
HOLLAND:—			
Scheveningen ...	PCH	1115, 2315	1800
INDIA:—			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK	} 0730, 1910 {	2000
Rangoon Radio ...	VTR		1200
Bombay Radio ...	VMB	} 0740, 1920 {	2000
Madras Radio ...	VWM		2000
Port Blair ...	VTP		1200

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters (2)	Time (G. M. T.) (3.)	Wave (Metres). (4).
JAPAN:—			
Choshi	JCS	1200*	600
Dairenwan	JDA	1200	600
Fuki Kaku	JKF	1130	600
MEDITERRANEAN:—			
Rinella	BYZ	2100	2700
MEXICO:—			
Campeche	XAB	} 1837*	600
Guayamas	XAH		
Mazatlan de Sinaloa	XAE		
Payo Obispo	XAC		
Vera Cruz	XAA		
NEWFOUNDLAND:—			
St. John's	BZM	0100 & 1300	1600
PHILIPPINES:—			
Kavite	NPO	{ 0300 }*	952
		{ 1400 }	5000
			(Continuous wave.)
SAMOA:—			
Tutuila	NPU	{ 0330, 0730 } { 1930, 2330 }	600
SOUTH AFRICA:—			
Capetown Radio	MNC	1115	600
Durban Radio	VND	1115	600
SPAIN:—			
Madrid	EGC	1330	2000
UNITED STATES:—			
Washington (Arlington)	NAA	0300* & 1700*	2500
Annapolis	NBR	0130, 1330	1700
Key West	NAR	0300*	1500
North Head	NPE	0600	600 & 950
S. Francisco	NPH	0800	} 600
		1600	
		1200	
		2200	} 950
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		1200	} 600
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* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty and U. S. A.
Hyd. Office Notice No. 1635 of 1920. (H. 4272-20.)

RED SEA—EASTERN SHORE.

Mokha—Light reported extinguished.

No 271 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1211 of 1920), are republished:—

Position.—On South fort, lat. $13^{\circ} 18\frac{1}{2}'$ N., long. $43^{\circ} 14'$ E.

Description.—A flashing white light.

Remarks.—The note “(*Repd. extinguished*) (1920)” is to be placed against this light on the charts.

Note.—The character of this light is incorrectly shown as fixed on chart No. 2523, which is to be corrected accordingly.

Charts affected.—No. 1955, Mokha road.

„ 3180, Straits of Bab-el-Mandeb and approaches.

„ 143, Jebel Teir to Perim island.

„ 8e, Red sea—sheet 5.

„ 2523, Red sea.

Publications.—List of Lights, Part V, 1920, No. 2202.

Red Sea Pilot, 1909, page 395 ; Revised Supplement (3), 1917.

Authority.—French Light List, 1920. (*H. 4964/20.*)

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 6, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 30th September 1920.

INDIA, WEST COAST—DELTA OF THE INDUS.

Beacon at the Thursian Mouth.

No. 283 (first publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished :—

Former Notice.—No. Gel.-585 of 1919 (*This Office No. 102 of 1919*).

Subject.—The Beacon is reported to have fallen.

Position.—Latitude $24^{\circ} 3' 50''$ N.

Longitude $67^{\circ} 22' 20''$ E.

Charts temporarily affected.—No. 118. Kidiwari mouth to Merani Creek.

No. 42, Coasts of Sind and Cutch.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.

No. 284-I (first publication).—

Former Notice.—No. 227-I of 1920.

Subject.—The removal of the mark “Disc above two battens” leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh’s marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication “Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal.”

Authority.—Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

The 20th September 1920.

CHINA, EAST COAST.

Kyau Chau Bay Entrance—Amended Description

of Light-Buoys.

No. 277 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished :—

Former Notice.—No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy :

Position.—At a distance of about $2\frac{1}{2}$ cables north-westward from Horse Shoe rock light-beacon.

Lat. $36^{\circ} 04\frac{1}{4}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a bell, as stated in the former Notice.

(2) No. 8 light-buoy :

Position.—At a distance of about $3\frac{1}{4}$ cables south eastward from Yu-nui-san lighthouse.

Lat. $36^{\circ} 02\frac{1}{2}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a whistle as stated in the former Notice.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

Publication.—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

Authority.—Japanese Hydrographer. (*H. 5108-19.*)

NEW ZEALAND—SOUTH ISLAND.

Otago Harbour—Alteration in Lights.

No. 278 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished:—

(1) Light established:

Position (approximate).—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards, 186° from No. 2 red beacon.

Lat. $45^{\circ} 48\frac{1}{4}'$ S., long. $170^{\circ} 44\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Fl., ev. sec. (*posn. approx.*).

Characteristics:

Character.—*Flashing white every second.*

Structure.—Rectangular beacon painted in black and white horizontal stripes.

Remarks.—The light is unwatched.

(2) Alteration in character of light:

Position.—On No. 2 red beacon.

New abridged description.—Lt. Fl., ev. 2 sec. (U).

Alteration.—The character of the light has been altered from fixed red to *flashing white every two seconds.*

Remarks.—This light in line with the light described above in (1), bearing 186° , leads clear of the end of the mole at the harbour entrance.

Note.—The above leading line is to be inserted on the chart with the note "*Lights in line (S. 13° E.)*."

(3) Amended position of rear leading light:

Position.—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards, 179° , from Harrington point front leading light.

Description.—A fixed white light as described in the Admiralty List of Lights.

Remarks.—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S. 20° E.)*"

Variation.— 19° E.

Chart affected.—No. 2411, Otago harbour, with plan.

Publications.—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.

New Zealand Pilot, 1919, page 362.

Authority.—Wellington Notice No. 12 of 1920. (H. 4435-20.)

PHILIPPINE ISLANDS—TIKAO ISLAND.

San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.

No. 279 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

1. Existence of shoal:

Position.—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat. $12^{\circ} 43' 04''$ N., long. $123^{\circ} 34' 55''$ E., on chart No. 3369.

Depth.—7 fathoms (rock).

2. Decreased depth on shoal:

Position.—Lat. $12^{\circ} 42' 30''$ N., long. $123^{\circ} 36' 36''$ E.

Depth.—4 fathoms (sand and coral).

Remarks.—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

Charts affected.—No. 3369, Luzon island to Masbate island.

„ 3368. Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 488.

Authority.—U. S. A. Government Chart. (H. 4848 & 4950-20.)

AUSTRALIA—NEW SOUTH WALES.

Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.

No. 280 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

Former Notice.—No. 1078 of 1920. (This office No. 246 of 1920.)

(1) Rock:

Position.—At a distance of about $1\frac{1}{2}$ miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.
Lat. $36^{\circ} 16' 40''$ S., long. $150^{\circ} 13' 54''$ E.

Depth.—3 fathoms.

Description.—A pinnacle rock.

(2) Shoal:

Position.—At a distance of about $1\frac{1}{2}$ miles south-eastward from Montagu island light-house.

Lat. $36^{\circ} 16' 30''$ S., long. $150^{\circ} 15' 30''$ E.

Depth.— $2\frac{1}{2}$ fathoms (P. D.).

Remarks.—The $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publication.—Australia Pilot, Vol. II, 1918, page 448.

Authority.—Department of Navigation, Sydney. (H. 4121-20.)

INDIA, WEST COAST—MANDOVI RIVER.

“Campal” Lighthouse—Alteration in Position.

No. 281 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished:—

Details.—The position of the Front Leading Lighthouse “Campal” exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

Position.—Lat. $15^{\circ} 29\frac{3}{4}'$ N.
Long. $73^{\circ} 49\frac{1}{4}'$ E.

Publication.—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

Chart affected.—No. 492, Aguada to St. George Island.

Publications.—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920, No. 427.

Indian List of Lights in press.

Authority.—Captain of the Port, Nova Goa, dated 24th August 1920.

INDIA—WEST COAST.

Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.

No. 282 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished :—

Former notice.—No. 84-M of 1920. (*This office No. 173 of 1920.*)

Details.—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

His Britannic Majesty's Consul for Goa, dated 24th August 1920.

The 13th September 1920.

EASTERN ARCHIPELAGO.

Netherlands Indies—Regulations for entering Zee-Gats and Harbours.

No. 272 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1228 of 1920), are republished :—

The following regulations have been made by the Netherlands Government :—

Manœuvres or other causes may necessitate the closing of the various zee-gats and harbours or may make their entry subject to special reservations.

Upon such occasions a signal in the shape of 3 red balls by day and 3 red vertical lights by night will be made from some conspicuous position in the vicinity of the channel leading to the harbour or zee-gat.

When such signals are seen by a vessel approaching, the vessel, unless prevented by the direction of the wind or the state of the sea, must proceed towards the examination vessel stationed in the entrance to the zee-gat.

Permission or refusal to proceed will be given after examination. All vessels proceeding must do so under the charge of a pilot, or be preceded by a war-ship or pilot vessel, since from the time of making the signals all exemptions from the necessity of taking a pilot are cancelled. Captains and Masters of vessels are to carry out the instructions of the official who has come on board from the examination vessel and obey all signals.

If a shot is fired, where safety permits, the engines must immediately be stopped in the vicinity of the examination vessel. Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule permission to enter by night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination and if there is no examination vessel stationed in the zee-gat they must anchor or lie off.

The coming into operation of such regulations at any particular zee-gat or harbour will not be announced beforehand.

Publications.—Eastern Archipelago Pilot, Part II, 1913, page 15.

Eastern Archipelago Pilot, Part III, 1911, page 9.

China Sea Pilot, Vol. I, 1916, page 35.

China Sea Pilot, Vol. II, 1915, page 13.

Pacific Islands Pilot, Vol I, 1908, page 12.

Authority.—Hague Notice No. 150 (Miscellaneous) of 1920. (*H.* 5105-20.)

KOREA.

Quelpart Island (Saishu To)—Obstruction reported northward of.

No. 273 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1229 of 1920), are republished:—

Position (approximate).—At a distance of about 9 miles north-eastward from North city lighthouse.

Lat. $33^{\circ} 35' 30''$ N., long. $126^{\circ} 42' 45''$ E., on chart No. 3365.

Details.—A vessel struck a submerged obstruction in approximately the above position, and a depth of $4\frac{1}{2}$ fathoms was reported.

Note.—The above depth is to be inserted on the charts and marked “P. A.” with the year date “(1919).”

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshū, Kiusiu, and Shikoku, &c.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—China Sea Pilot, Vol. V, 1912, page 660.

E. C. Korea, &c., Pilot, 1913, page 36.

Authority.—U. S. A. Hyd. Office Notice No. 1969 of 1920. (*H.* 4842-20.)

JAPAN—HONSHŪ, SENDAI BAY.

Jizo Jima—Light established.

No. 274 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1263 of 1920), are republished:—

Position.—On islet known as Jizo jima situated one cable, 97° , from the southern extremity of Umahanashi sima.

Lat. $38^{\circ} 20'$ N., long. $141^{\circ} 05\frac{1}{4}'$ E. •

Abridged description.—Lt. Fl., Red, ev. 3 sec., vis. 8 m. (U)

Characteristics:

Character.—Flashing red every three seconds.

Elevation.—67½ feet.

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White octagonal stone tower, 35 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 806, Sandai bay to Miyako bay, with inset.
 „ 3334, Tokyo to Sendai bay.
 „ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyō.

Publications.—List of Lights, Part VI, 1920, No. 2069*b*.
 Japan Pilot, 1914, page 234.

Authority.—Department of Communications, Tokyo, Notice No. 736 of 1920. (*H.* 4799-20.)

AUSTRALIA—EAST COAST.

South Solitary Island light—Signal Station to be discontinued.

No. 275 (third publication).—

Subject.—The Signal Station at South Solitary Island Light will be discontinued on and after 1st September 1920.

Position.—On summit of South Solitary Island.

Lat. 30° 12' S., long. 153° 17' E. on Chart No. 1027.

Note.—No further notice will be given.

Charts affected.—No. 1026, The Solitary Islands and Adjacent Coast.
 „ 1027, Coffs Islands to Evans Head.
 „ 3622, Port Jackson to Cape Byron.
 „ 2759*b*, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2580.
 Australia Pilot, Vol. III, 1916, page 81.

Sailing Directions for the Coast of New South Wales, second Edition, 1920, pages 87 and 111.

Authority.—Melbourne Notice No. 19 of 1920.

BISMARCK ARCHIPELAGO—NEW BRITAIN.

Rabaul—Information with regard to lighting, etc.

No. 276 (third publication).—

Subject.—The following information has been received from the Administrator, Rabaul:—

“The temporary light formerly shown from Matupi Point has been discontinued, and the shoal lying east of Dawapia Point, known as the Beehive, is marked by a beacon with a black shape, from which no light is exhibited.”

Chart affected.—No. 524, Plan of Blanche Bay.

Publication.—Pacific Islands, Vol. I, Fourth Edition, 1908, pages 368 and 370.

Authority.—Melbourne Notice No. 20 of 1920.

W. K. THYNE, COMDR., R.I.M.,
 Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 13, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 4th October 1920.

JAPAN, INLAND SEA—HARIMA NADA.

Shika No Se—Wreck eastward of.

No. 285 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

Position (approximate).—At a distance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat. $34^{\circ} 35' 20''$ N., long. $134^{\circ} 51' 00''$ E.

Description.—Sunken wreck of a vessel with one mast showing about 20 feet above water.

Charts affected.—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

JAPAN—GULF OF TOKYO.

Shina-Gawa Wan—Alteration in Position of Wreck.

No. 286 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

Former Notice.—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

New position.—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat. $35^{\circ} 35' 40''$ N., long. $139^{\circ} 47' 13''$ E.

Description.—Wreck of the sailing vessel *Ainan Maru*.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

Authority.—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)

PERSIAN GULF.

Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.

No. 287 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

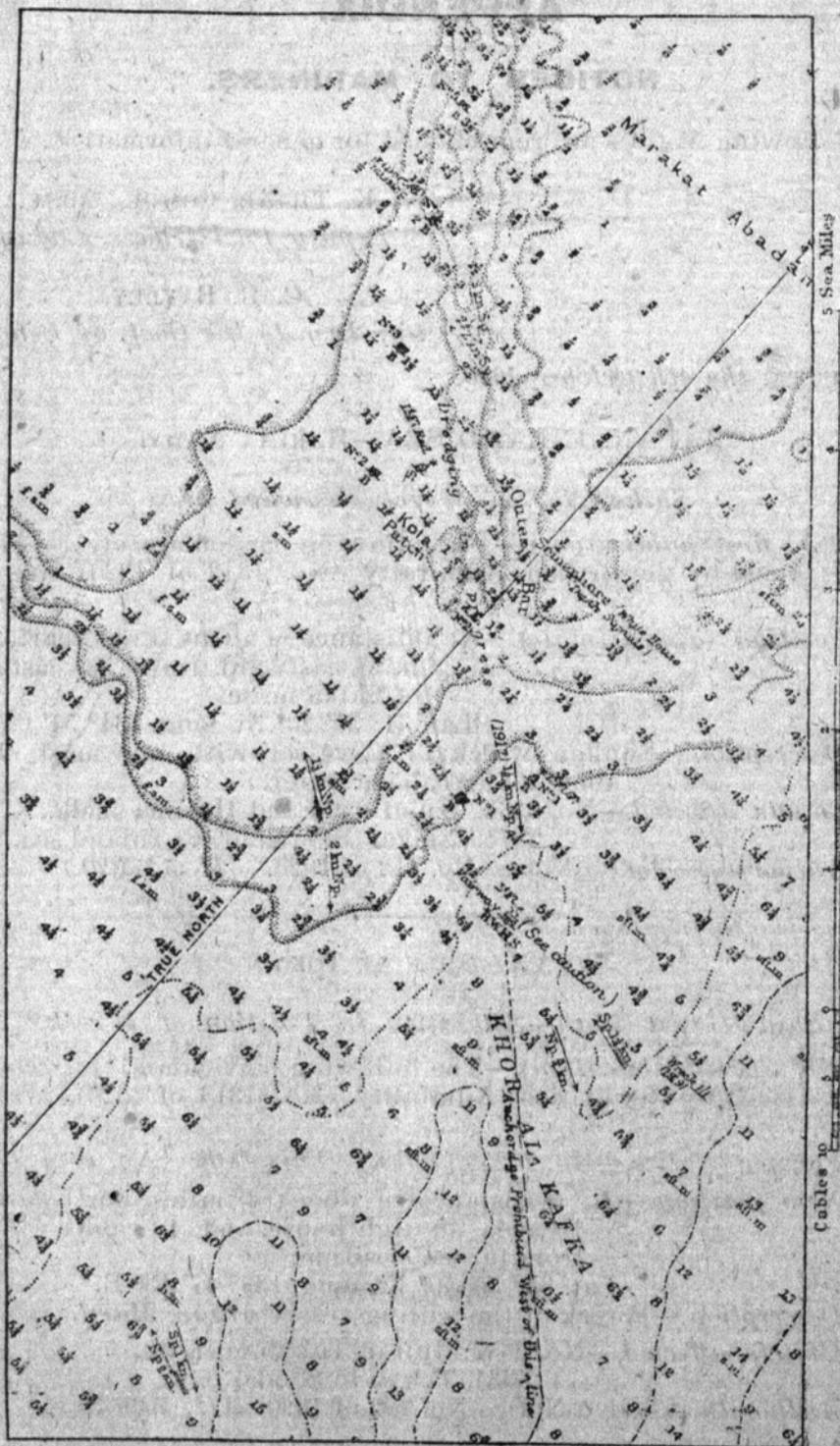
Position.—Shatt al Arab entrance fairway light-buoy, lat. $29^{\circ} 48\frac{1}{2}'$ N., long. $48^{\circ} 45'$ E.

Details.—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

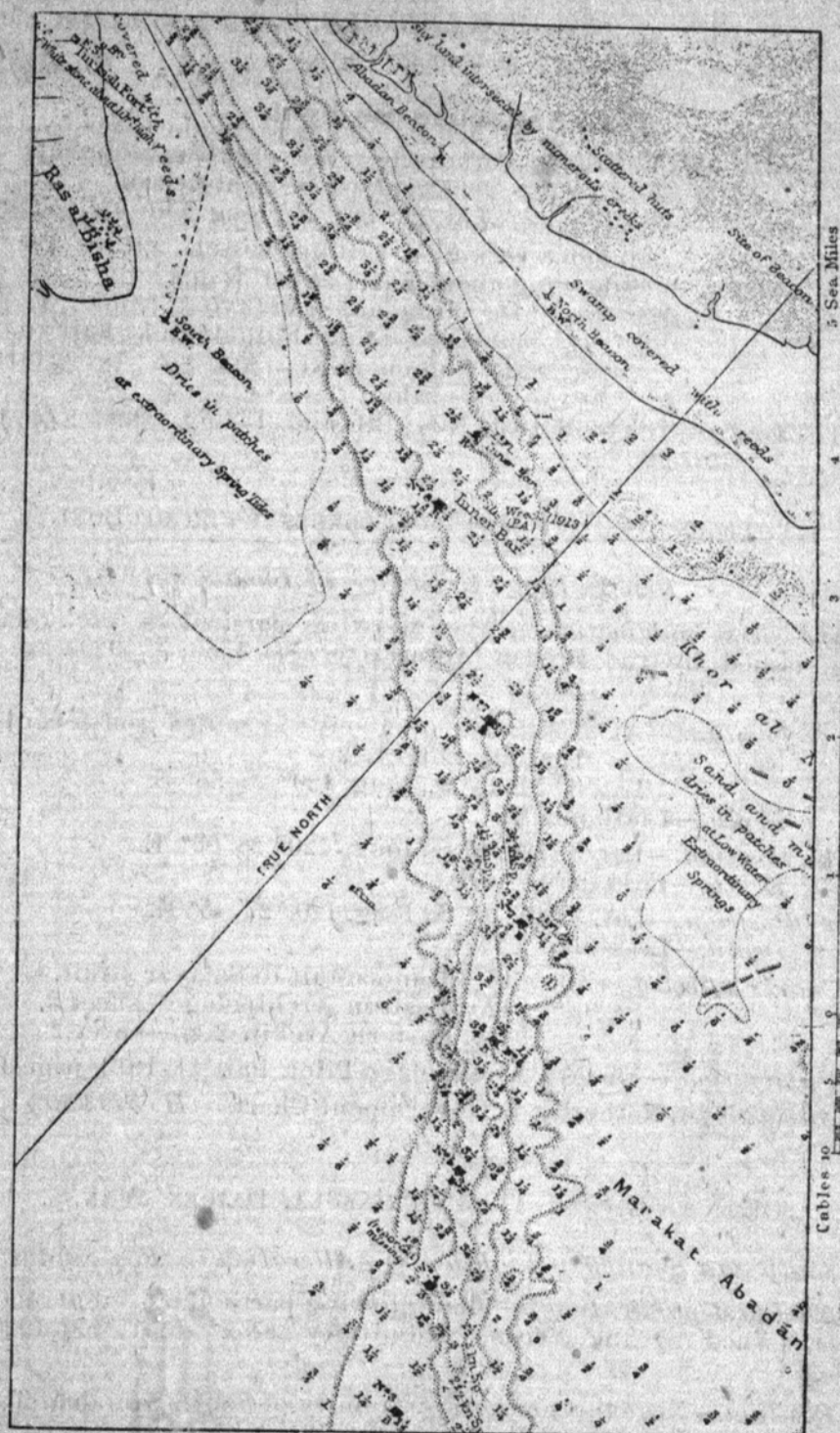
Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, pages 281, 282 ; Supplement No 5, 1920.

Authority.—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)



Reproduction of Portion of Chart No. 1235.



Reproduction of Portion of Chart No. 1235.

JAPAN—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

- (1) *Manju Shima*—Wreck southward of.
- (2) *Kanabuse Se light*—Wreck eastward of.

No. 288 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1920), are republished :—

(1) **Manju Shima.**

Position.—At a distance of $5\frac{1}{2}$ cables, 159° , from the summit of Manju shima.

Lat. $33^{\circ} 59\frac{1}{4}'$ N. long. $131^{\circ} 01\frac{1}{2}'$ E.

Description.—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

(2) Kanabuse Se light.

Position (approximate).—At a distance of $2\frac{1}{2}$ cables, 101° , from Kanabuse se light-beacon.
Lat $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{4}'$ E.

Description.—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

Charts affected.—No. 1578, Shimonoseki kaikyo.
" 532, Approach to Shimonoseki kaikyo.
" 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.

Peneke Bay—Existence of Shoals.

No. 289 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about $7\frac{1}{2}$ miles southward from Tanjong Loko Loko.

Lat. $3^{\circ} 51' 15''$ S., long. $120^{\circ} 25' 35''$ E.

Depth.—4 fathoms.

(b) *Position.*—Lat. $3^{\circ} 50' 10''$ S., long. $120^{\circ} 28' 00''$ E.

Depth.—Less than 6 feet.

(c) *Position.*—Lat. $3^{\circ} 49' 10''$ S., long. $120^{\circ} 27' 45''$ E.

Depth.—Less than 6 feet.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
" 942a, Eastern Archipelago—sheet 3.
" 941b, Eastern Archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 462.

Authority.—Netherlands Government Chart. (H. 5143/20.)

CHINA—KWANG TUNG PENINSULA, DAIREN WAN.

South San Shan Tau Lighthouse—Alteration in Fog-Signal.

No. 290 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

Position.—Near the southern extremity of South San shan Tau.

Lat. $38^{\circ} 52'$ N., long. $121^{\circ} 49\frac{1}{4}'$ E.

Alteration.—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

<u>Blast,</u>	<u>silent interval,</u>
4 sec.	30 sec.

Remarks.—The note "(Occasl)" against this fog-signal is to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.
" 1798, Kinchau to Terminal head.
" 1262, Hongkong to Gulf of Liau-tung.
" 1256, Gulfs of Pe chili and Liau-tung.

Publications.—List of Lights, Part VI, 1920, No. 1684.
China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 4, 1919.

Authority.—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

EASTERN ARCHIPELAGO—NEW GUINEA.

Geelvink Bay and Approach—Existence of Shoals and Rock ; Decreased Depth on Shoal.

No. 291 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished :—

(1) Existence of shoals :

(a) *Position*.—Lat. $1^{\circ} 54' 25''$ S., long. $134^{\circ} 47' 50''$ E.
Depth.—5 fathoms.

(b) *Position*.—Lat. $2^{\circ} 32' 00''$ S., long. $134^{\circ} 49' 50''$ E.
Depth.—2 fathoms.

(c) *Position*.—Lat. $2^{\circ} 44' 20''$ S., long. $134^{\circ} 23' 40''$ E.
Depth.— $1\frac{1}{2}$ fathoms.

(d) *Position*.—Lat. $2^{\circ} 54' 00''$ S., long. $135^{\circ} 01' 30''$ E.
Depth.—Less than 6 feet.

Note.—The note "*P.D.*" is to be inserted against this shoal on chart No. 942*b*.

(e) *Position*.—Lat. $2^{\circ} 56' 10''$ S., long. $135^{\circ} 01' 30''$ E.
Depth.—Less than 6 feet.

Note.—The note "*P.D.*" is to be inserted against this shoal on chart No. 942*b*.

(f) *Position*.—Lat. $2^{\circ} 10' 15''$ S., long. $136^{\circ} 31' 50''$ E.
Depth.— $3\frac{1}{4}$ fathoms.

(2) Existence of rock :

Position.—Lat. $2^{\circ} 46' 25''$ S., long. $134^{\circ} 55' 25''$ E.
Description.—A rock which dries.

(3) Decreased depth on shoal :

Position.—Lat. $0^{\circ} 43' 20''$ S., long. $135^{\circ} 11' 45''$ E.

Details.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942*b*.

Remarks.—The above positions refer to chart No. 942*b*.

Charts affected.—No. 942*b*, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1*f*).

„ 2759*a*, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238 ; Supplement No. 3, 1917.

Authority.—Netherlands Government Chart. (*H.* 5265-20.)

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Alteration in Character.

No. 292 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished :—

Former Notice.—No. 835 of 1920. (*This Office No. 186 of 1920.*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{3}{4}'$ E.

New abridged description.—Lt. Occ., *ev.* 30 sec., 352 ft., *vis.* 10 m.

Alteration.—The character of the light has been altered from fixed white to *occulting white every thirty seconds*, thus :

Light,	eclipse.
25 sec.	5 sec.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123 ; Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 92 of 1920. (*H.* 5665-20.)

The 30th September 1920.

INDIA, WEST COAST—DELTA OF THE INDUS.

Beacon at the Thursian Mouth.

No. 283 (*second publication*).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished :—

Former Notice.—No. Gel. 585 of 1919 (*This Office No. 102 of 1919*).

Subject.—The Beacon is reported to have fallen.

Position.—Latitude $24^{\circ} 3' 50''$ N.

Longitude $67^{\circ} 22' 20''$ E.

Charts temporarily affected.—No. 118. Kidiwari mouth to Merani Creek.

No. 42. Coasts of Sind and Cutch.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.

No. 284-I (*second publication*).—

Former Notice.—No. 227-I of 1920.

Subject.—The removal of the mark “Disc above two battens” leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh’s marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication “Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal.”

Authority.—Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

The 20th September 1920.

CHINA, EAST COAST.

Kyau Chau Bay Entrance—Amended Description of Light-Buoys.

No. 277 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1293 of 1920), are republished :—

Former Notice.—No. 158 of 1920 (*This office No. 66 of 1920*).

(1) No. 6 light buoy :

Position.—At a distance of about $2\frac{1}{2}$ cables north-westward from Horse Shoe rock light-beacon.

Lat. $36^{\circ} 04\frac{1}{4}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a bell, as stated in the former Notice.

(2) No. 8 light-buoy :

Position.—At a distance of about $3\frac{1}{4}$ cables south eastward from Yu-nui-san lighthouse.

Lat. $36^{\circ} 02\frac{1}{2}'$ N., long. $120^{\circ} 17'$ E.

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Note.—This light-buoy is not fitted with a whistle as stated in the former Notice.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay. (2).

Publication.—China Sea Pilot, Vol. V, 1912, pages 414, 417; Supplement No. 4, 1919.

Authority.—Japanese Hydrographer. (H. 5108-19.)

NEW ZEALAND—SOUTH ISLAND.

Otago Harbour—Alteration in Lights.

No. 278 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1294 of 1920), are republished:—

(1) Light established :

Position (approximate).—Near the Maori Kaike dairy, at a distance of 5 cables and 95 yards, 186° from No. 2 red beacon.

Lat. $45^{\circ} 48\frac{1}{4}'$ S., long. $170^{\circ} 44\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Fl., *ev. sec.* (*posn. approx.*).

Characteristics :

Character.—*Flashing white every second*.

Structure.—Rectangular beacon painted in black and white horizontal stripes.

Remarks.—The light is unwatched.

(2) Alteration in character of light :

Position.—On No. 2 red beacon.

New abridged description.—Lt. Fl., *ev. 2 sec.* (U).

Alteration.—The character of the light has been altered from fixed red to *flashing white every two seconds*.

Remarks.—This light in line with the light described above in (1), bearing 186° , leads clear of the end of the mole at the harbour entrance.

Note.—The above leading line is to be inserted on the chart with the note "*Lights in line (S. 13° E.)*."

(3) Amended position of rear leading light :

Position.—At a distance of about 75 yards westward from former position, and 10 cables and 170 yards, 179° , from Harrington point front leading light.

Description.—A fixed white light as described in the Admiralty List of Lights.

Remarks.—The leading line is to be amended on the chart, and the note altered to read "*Beacons or Lights in line (S. 20° E.)*."

Variation.— 19° E.

Chart affected.—No. 2411, Otago harbour, with plan.

Publications.—List of Lights, Part VI, 1920, Nos. 3043, 3044, 3045.

New Zealand Pilot, 1919, page 362.

Authority.—Wellington Notice No. 12 of 1920. (H. 4435-20.)

PHILIPPINE ISLANDS—TIKAO ISLAND.

San Miguel Island—Existence of Shoal north-westward of; Decreased Depth on Shoal south-eastward of.

No. 279 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1295 of 1920), are republished:—

1. Existence of shoal:

Position.—At a distance of about a quarter of a mile north-westward from San Miguel island lighthouse.

Lat. $12^{\circ} 43' 04''$ N., long. $123^{\circ} 34' 55''$ E., on chart No. 3369.

Depth.—7 fathoms (rock).

2. Decreased depth on shoal:

Position.—Lat. $12^{\circ} 42' 30''$ N., long. $123^{\circ} 36' 36''$ E.

Depth.—4 fathoms (sand and coral).

Remarks.—The above depth is to be substituted for the depth of 5 fathoms shown on the charts in this position.

Charts affected.—No. 3369, Luzon island to Masbate island.

„ 3368, Batan island to San Bernardino island, &c.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 488.

Authority.—U. S. A. Government Chart. (*H. 4848 & 4950-20.*)

AUSTRALIA—NEW SOUTH WALES.

Montagu Island (Barunguba)—Amended Position of Rock Southward of; Shoal to be reinserted on Charts.

No. 280 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1296 of 1920), are republished:—

Former Notice.—No. 1078 of 1920. (*This office No. 246 of 1920.*)

(1) Rock:

Position.—At a distance of about $1\frac{1}{2}$ miles southward from Montagu island lighthouse, and half a mile north-westward from charted position.

Lat. $36^{\circ} 16' 40''$ S., long. $150^{\circ} 13' 54''$ E.

Depth.—3 fathoms.

Description.—A pinnacle rock.

(2) Shoal:

Position.—At a distance of about $1\frac{1}{2}$ miles south-eastward from Montagu island light-house.

Lat. $36^{\circ} 16' 30''$ S., long. $150^{\circ} 15' 30''$ E.

Depth.— $2\frac{1}{2}$ fathoms (P. D.).

Remarks.—The $2\frac{1}{2}$ -fathom shoal marked “(P. D.),” which was expunged from the charts by the former Notice quoted above, is to be reinserted on the charts in the above position.

Charts affected.—No. 1017, Gabo island to Montagu island.

„ 1211, Gabo island to Port Jackson.

Publication.—Australia Pilot, Vol. II, 1918, page 448.

Authority.—Department of Navigation, Sydney. (*H. 4121-20.*)

INDIA, WEST COAST—MANDOVI RIVER.

"Campal" Lighthouse—Alteration in Position.

No. 281 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 128M. of 1920), are republished:—

Details.—The position of the Front Leading Lighthouse "Campal" exhibiting a red fixed light from the South side of the Mandovi River at the entrance of Port of Panjim has been shifted 33 feet to the East from its former position.

Position.—Lat. $15^{\circ} 29\frac{1}{2}'$ N.
Long. $73^{\circ} 49\frac{1}{4}'$ E.

Publication.—A white iron quadrangular pyramid, in line with the Malim Lighthouse.

Chart affected.—No. 492, Aguada to St. George Island.

Publications.—West Coast of India, Pilot, 1919, page 184.

List of Lights, Part VI, 1920, No. 427.

Indian List of Lights in press.

Authority.—Captain of the Port, Nova Goa, dated 24th August 1920.

INDIA—WEST COAST.

Goa-Mandovi River Entrance—Annual re-exhibition of leading lights.

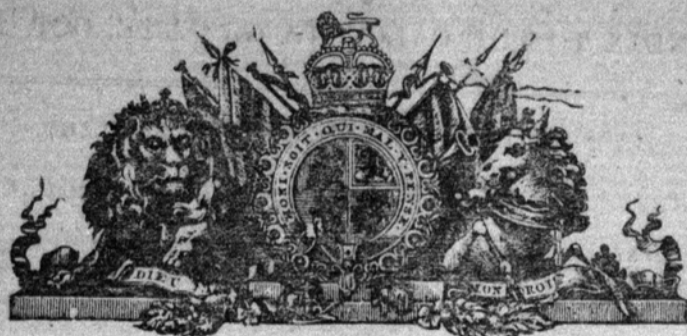
No. 282 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 129M. of 1920), are republished:—

Former notice.—No. 84-M of 1920. (*This office No. 173 of 1920.*)

Details.—The Captain of the Ports for Portuguese India has notified that the leading lights at Campal, Malim, Reis Magos, Verem and Marca Tejo, which were extinguished owing to the impracticability of the bar navigation during the South-west Monsoon, were re-exhibited on the 16th August 1920.

His Britannic Majesty's Consul for Goa, dated 24th August 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 20, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Ly. Secy. to the Govt. of Bengal.

CALCUTTA, the 11th October 1920.

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

Shaweishan (North) Channel—Correction to certain charts with regard to light-buoy.

No. 293 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished :—

Former Notice.—No. 1102 of 1920. (*This office No. 250 of 1920.*)

Position.—At a distance of about $1\frac{1}{2}$ miles south-westward from Liu chiao beacon.

Lat. $31^{\circ} 29' N.$, long. $121^{\circ} 40\frac{1}{2}' E.$

Details.—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

Charts affected.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

Authority.—Hydrographic Department. (*H. 5729-20.*)

BAY OF BENGAL—MERGUI ARCHIPELAGO.

Auriol Island—Shoal reported south-eastward of.

No. 294 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are republished :—

Position (approximate).—At a distance of about 6 miles south-eastward from Auriol island.

Lat. $9^{\circ} 35' 15''$ N., long. $98^{\circ} 11' 10''$ E.

Depth.—3 fathoms.

Remarks.—The shoal appeared to cover an area about one mile in extent.

Note.—The note "*P.D.*" is to be inserted on the charts against this shoal.

Charts affected.—No. 216*b*, Sayer islands to Loughborough island.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, 1910, page 548.

Authority.—Bangkok Notice No. 93 of 1920. (*H. 5666-20.*)

CHINA SEA.

Formosa—Breakers reported south-westward of.

No. 295 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are republished :—

Position.—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat. $20^{\circ} 25'$ N., long. $119^{\circ} 23'$ E.

Details.—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

Note.—A note "*Breakers reported (1920)*" surrounded by a danger line is to be inserted on the charts in this locality.

Charts affected.—No. 2454, Northern portion of the Island of Luzon.

„ 2661*b*, China sea, northern portion—eastern sheet.

„ 1263, China sea.

„ 2683, Pacific ocean.

Publication.—China Sea Pilot, Vol. V, 1912, page 198.

Authority.—Commander-in-Chief, China Station. (*H. 5396-20.*)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck, marked by wreck-marking vessel.

No. 296 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are republished :—

(a) Wreck :

Position.—At a distance of about $2\frac{3}{4}$ cables northward from the Outer bar light-vessel, and $10\frac{1}{2}$ cables, 137° , from the charted position of Regent light.

Lat. $13^{\circ} 28'$ N., long. $100^{\circ} 34\frac{1}{2}'$ E.

Description.—Sunken wreck of steamboat.

(b) Wreck-marking vessel;

Position.—At a distance of about 25 yards south-westward from the wreck.

Description.—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a *red* light at the yardarm, in addition to her anchor light, by night.

Chart affected.—No. 999, Menam Chau fya or Bangkok river. †

Authority.—Bangkok Notices Nos. 63 and 65 of 1920. (H. 5664-20.)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks—Light-vessel established.

No. 297 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished:—

Position.—On the north-eastern edge of the Channel rocks, and at a distance of $1\frac{1}{4}$ cables, 233° , from the light-beacon on Tewaewae point.

Lat. $46^{\circ} 36\frac{1}{4}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

*Characteristics:**Light:*

Abridged description.—Lt. Occ. *ev.* 8 sec.

Character.—Occulting white every eight seconds, thus:

Light,	eclipse,
5 sec.	3 sec.

Remarks.—Further details are not stated.

Charts affected.—No. 3484, Awarua or Bluff harbour.†

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 33 of 1920. (H. 5274-20.)

NEW ZEALAND, SOUTH ISLAND—PORT LYTTTELTON ENTRANCE.

Godley Head—Fog signal unreliable.

No. 298 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished:—

Position.—Lat $43^{\circ} 35\frac{1}{2}'$ S., long. $172^{\circ} 48\frac{1}{4}'$ E.

Details.—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

Charts affected.—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2599, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

Authority.—Wellington Notice No. 20 of 1920. (H. 4587-20.)

INDIA—WEST COAST.

Malvan Bay—Red light-boat—Replaced on station.

No. 299 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished :—

Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)

Position approximate.—Lat. $16^{\circ} 02' 55''$ N.

Long. $73^{\circ} 27' 45''$ E.

Details.—The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

Charts affected.—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

Publications.—West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

INDIA—WEST COAST.

NOVA GOA.

Mandavi River bar—Depth of water.

No. 300 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M, of 1920), are republished :—

Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)

Position.—Lat. $15^{\circ} 29'$ N.

Long. $73^{\circ} 48'$ E.

Details.—Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

Remarks.—Further notice will be given when the bar has been re-surveyed.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—Captain of Port, Nova Goa, dated 13th September 1920.

The 4th October 1920.

JAPAN, INLAND SEA—HARIMA NADA.

Shika No Se—Wreck eastward of.

No. 285 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

Position (approximate).—At a distance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat. $34^{\circ} 35' 20''$ N., long. $134^{\circ} 51' 00''$ E.

Description.—Sunken wreck of a vessel with one mast showing about 20 feet above water.

Charts affected.—No. 3566, Izumi nada and Harima nada.
„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

JAPAN—GULF OF TOKYO.

Shina-Gawa Wan—Alteration in Position of Wreck.

No. 286 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

Former Notice.—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

New position.—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat. $35^{\circ} 35' 40''$ N., long. $139^{\circ} 47' 13''$ E.

Description.—Wreck of the sailing vessel *Ainan Maru*.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.
„ 3334, Tokyo to Sendai bay.

Authority.—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)

PERSIAN GULF.

Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.

No. 287 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

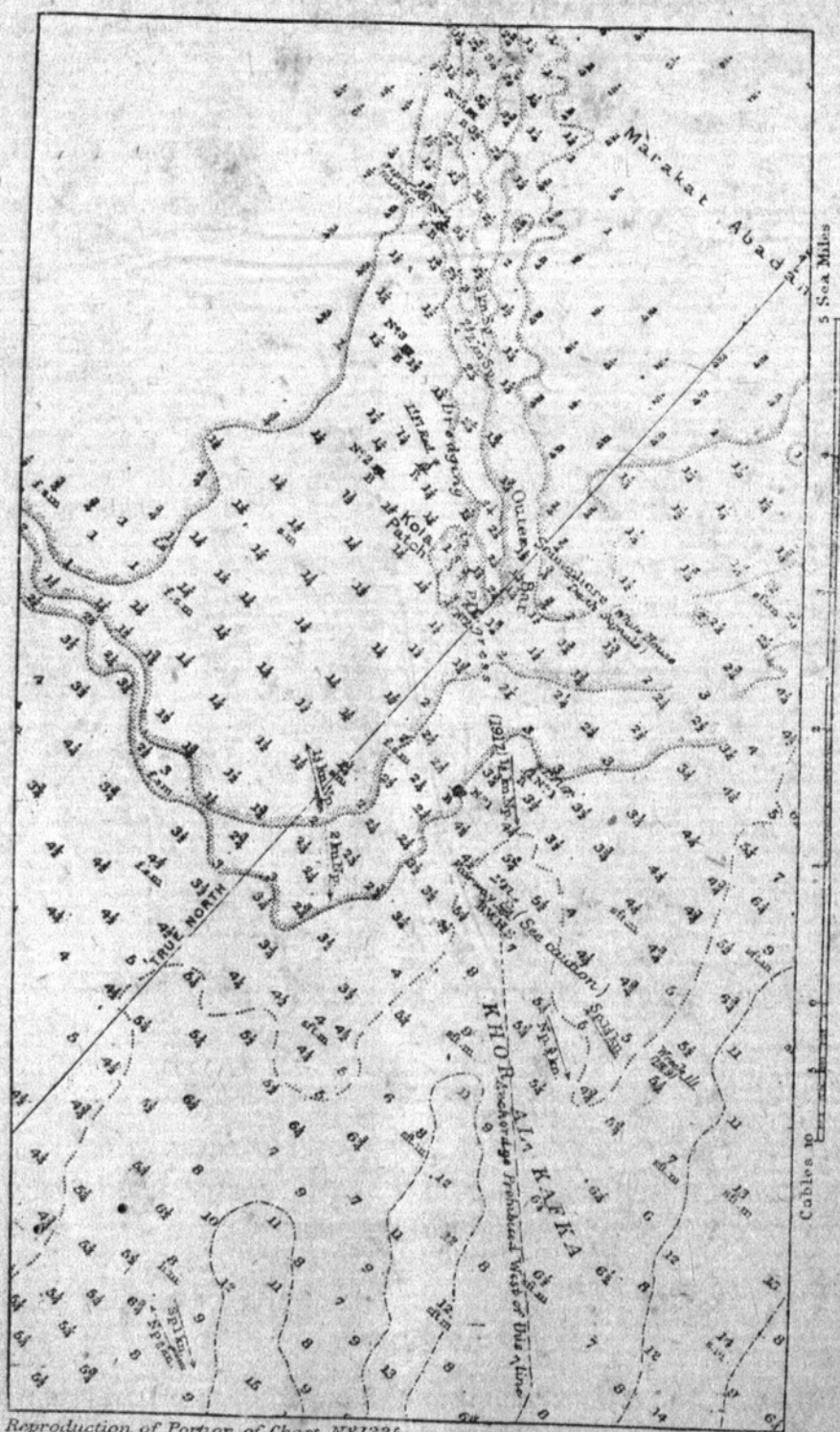
Position.—Shatt al Arab entrance fairway light-buoy, lat. $29^{\circ} 48\frac{1}{2}'$ N., long. $48^{\circ} 45'$ E.

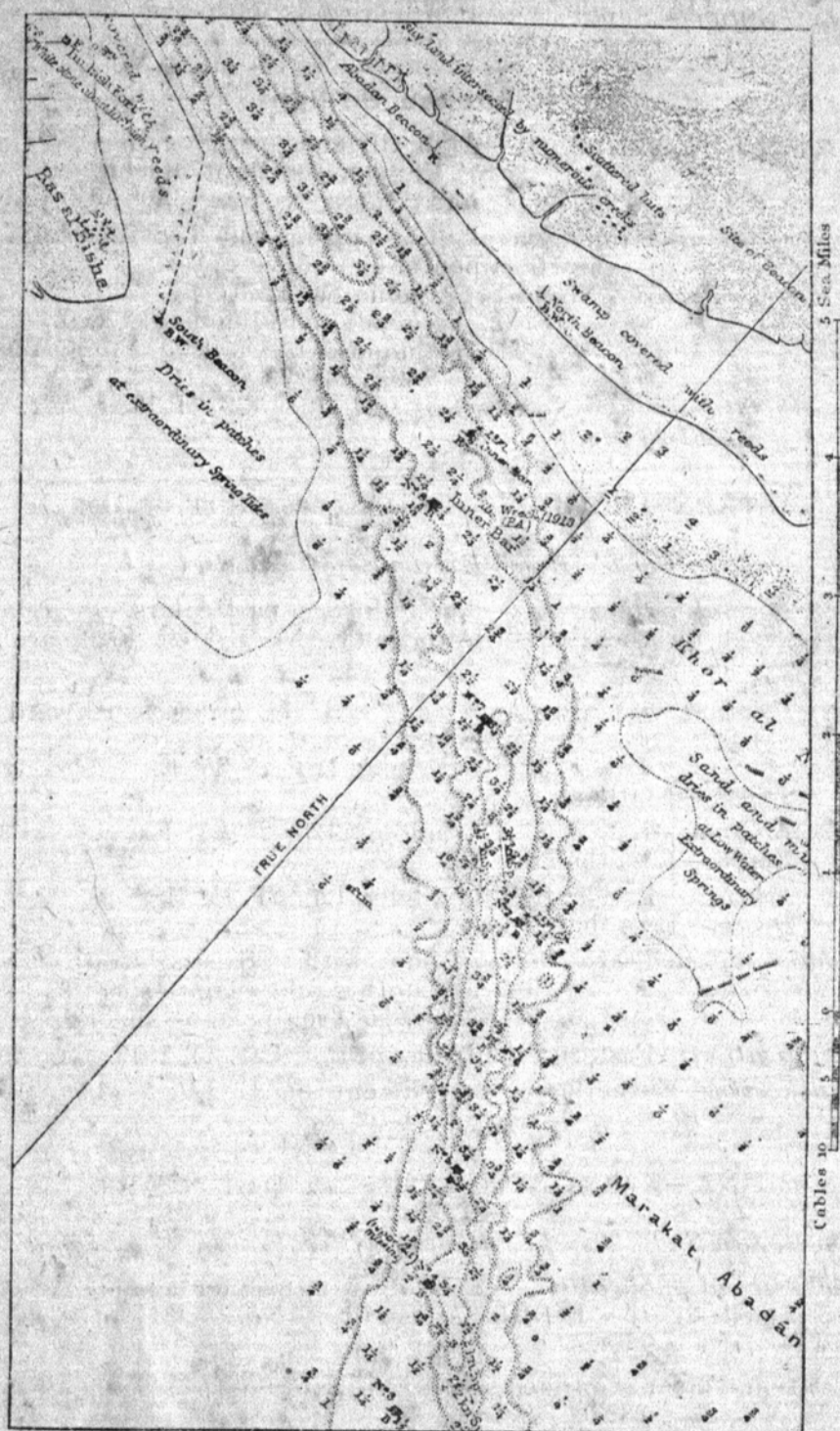
Details.—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, pages 281, 282 ; Supplement No. 5, 1920.

Authority.—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)





Reproduction of Portion of Chart N° 1235.

JAPAN—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

- (1) *Manju Shima*—Wreck southward of.
- (2) *Kanabuse Se light*—Wreck eastward of.

No. 288 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1920), are republished :—

(1) **Manju Shima.**

Position.—At a distance of $5\frac{1}{2}$ cables, 159° , from the summit of Manju shima.

Lat. $33^{\circ} 59\frac{1}{4}'$ N. long. $131^{\circ} 01\frac{1}{2}'$ E.

Description.—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

(2) **Kanabuse Se light.**

Position (approximate).—At a distance of $2\frac{1}{2}$ cables, 101° , from Kanabuse se light-beacon.
Lat $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{4}'$ E.

Description.—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.

Peneke Bay—Existence of Shoals.

No. 289 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about $7\frac{1}{2}$ miles southward from Tanjong Loko Loko.

Lat. $3^{\circ} 51' 15''$ S., long. $120^{\circ} 25' 35''$ E.

Depth.—4 fathoms.

(b) *Position.*—Lat. $3^{\circ} 50' 10''$ S., long. $120^{\circ} 28' 00''$ E.

Depth.—Less than 6 feet.

(c) *Position.*—Lat. $3^{\circ} 49' 10''$ S., long. $120^{\circ} 27' 45''$ E.

Depth.—Less than 6 feet.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern Archipelago—sheet 3.

„ 941b, Eastern Archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 462.

Authority.—Netherlands Government Chart. (H. 5143/20.)

CHINA—KWANG TUNG PENINSULA, DAIREN WAN.

South San Shan Tau Lighthouse—Alteration in Fog-Signal.

No. 290 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

Position.—Near the southern extremity of South San shan Tau.

Lat. $38^{\circ} 52'$ N., long. $121^{\circ} 49\frac{1}{4}'$ E.

Alteration.—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

Blast,	silent interval,
4 sec.	30 sec.

Remarks.—The note “(Occasly)” against this fog-signal is to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.

„ 1798, Kinchau to Terminal head.

„ 1262, Hongkong to Gulf of Liau-tung.

„ 1256, Gulfs of Pe chili and Liau-tung.

Publications.—List of Lights, Part VI, 1920, No. 1684.

China Sea Pilot, Vol. V, 1912, page 554; Supplement No. 4, 1919.

Authority.—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

EASTERN ARCHIPELAGO—NEW GUINEA.

Geelvink Bay and Approach—Existence of Shoals and Rock; Decreased Depth on Shoal.

No. 291 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished :—

(1) Existence of shoals :

- (a) *Position*.—Lat. $1^{\circ} 54' 25''$ S., long. $134^{\circ} 47' 50''$ E.
Depth.—5 fathoms.
- (b) *Position*.—Lat. $2^{\circ} 32' 00''$ S., long. $134^{\circ} 49' 50''$ E.
Depth.—2 fathoms.
- (c) *Position*.—Lat. $2^{\circ} 44' 20''$ S., long. $134^{\circ} 23' 40''$ E.
Depth.— $1\frac{1}{4}$ fathoms.
- (d) *Position*.—Lat. $2^{\circ} 54' 00''$ S., long. $135^{\circ} 01' 30''$ E.
Depth.—Less than 6 feet.
Note.—The note "P.D." is to be inserted against this shoal on chart No. 942b.
- (e) *Position*.—Lat. $2^{\circ} 56' 10''$ S., long. $135^{\circ} 01' 30''$ E.
Depth.—Less than 6 feet.
Note.—The note "P.D." is to be inserted against this shoal on chart No. 942b.
- (f) *Position*.—Lat. $2^{\circ} 10' 15''$ S., long. $136^{\circ} 31' 50''$ E.
Depth.— $3\frac{1}{4}$ fathoms.

(2) Existence of rock :

- Position*.—Lat. $2^{\circ} 46' 25''$ S., long. $134^{\circ} 55' 25''$ E.
Description.—A rock which dries.

(3) Decreased depth on shoal :

- Position*.—Lat. $0^{\circ} 43' 20''$ S., long. $135^{\circ} 11' 45''$ E.
Details.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942b.

Remarks.—The above positions refer to chart No. 942b.

Charts affected.—No. 942b, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1f)

„ 2759a, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238; Supplement No. 3, 1917.

Authority.—Netherlands Government Chart. (H. 5265-20.)

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Alteration in Character.

No. 292 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished :—

Former Notice.—No. 835 of 1920. (This Office No. 186 of 1920.)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{4}'$ N., long. $100^{\circ} 35\frac{1}{4}'$ E.

New abridged description.—Lt. Occ., ev. 30 sec., 352 ft., vis. 10 m.

Alteration.—The character of the light has been altered from fixed white to occulting white every thirty seconds, thus :

Light,	eclipse.
25 sec.	5 sec.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
 „ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 92 of 1920. (H. 5665-20.)

The 30th September 1920.

INDIA, WEST COAST—DELTA OF THE INDUS.

Beacon at the Thursion Mouth.

No. 283 (third publication).—The following particulars, etc., relative to the above, issued by the Commissioner in Sind, Karachi, in Notice to Mariners (No. Gel. 1610 of 1920), are republished :—

Former Notice.—No. Gel.-585 of 1919 (*This Office No. 102 of 1919*).

Subject.—The Beacon is reported to have fallen.

Position.—Latitude $24^{\circ} 3' 50''$ N.

Longitude $67^{\circ} 22' 20''$ E.

Charts temporarily affected.—No. 118. Kidiwari mouth to Merani Creek.

No. 42, Coasts of Sind and Cutch.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Chief Collector of Customs in Sind.

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar.

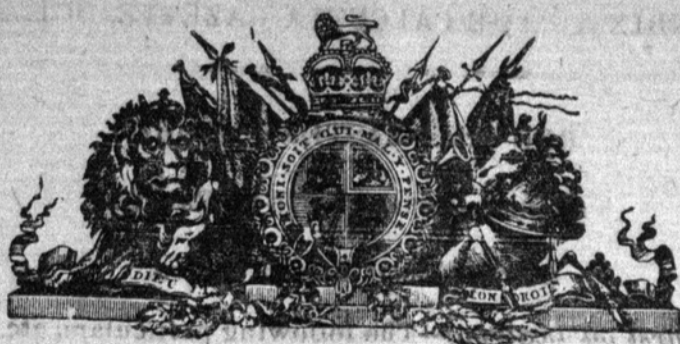
No. 284-I (third publication).—

Former Notice.—No. 227-I of 1920.

Subject.—The removal of the mark “Disc above two battens” leading over the Outer Bar as referred to in the above Notice is one of the two Chudleigh’s marks which are not shown on the Admiralty Chart No. 84 nor are they described in the Bay of Bengal Pilot, 1910. They are only listed in the publication “Table giving particulars of Buoys and Landmarks on coasts and in the rivers and harbours of Bengal.”

Authority.—Port Officer, Chittagong, letter No. 1584, dated the 27th September 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, OCTOBER 27, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 16th October 1920.

CHINA, EAST COAST—YANG TSE-KIANG.

Wusung River Entrance—Light-Buoy established.

No. 301 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1388 of 1920), are republished:—

Position.—At a distance of 11 cables, 190° , from Wusung lighthouse.
Lat. $31^{\circ} 22\frac{1}{4}'$ N., long. $121^{\circ} 29\frac{1}{4}'$ E.

Description.—A black can light-buoy named “Wusung creek buoy,” exhibiting an *occulting white light every eight seconds*, thus:

<u>Light.</u>	<u>eclipse.</u>
4 sec.	4 sec.

Charts affected.—No. 1601, Wusung river or Hwang pu, with plan.
,, 3585, Approaches to the Wusung river.

Publication.—China Sea Pilot, Vol. V., 1912, page 391.

Authority.—Shanghai Notice No. 569 of 1920. (*H. 5958-20.*)

RED SEA—EASTERN SHORE.

KAMARAN PASSAGE—RAS-EL-BAYADH.

Description of beacon erected.

*No. 302 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 141M. of 1920), are republished:—

Former Notice No. 39-M. of 1920. (*This office* No. 113 of 1920.)

Position.—At a distance of about $7\frac{6}{10}$ cables 135° from the beacon on the Telegraph hut on Ras-el-Bayadh.

Lat. $15^\circ 14' 48''$ N. } Approx.
Long. $42^\circ 35' 35''$ E. }

Details.—The Port Officer, Aden, reports that the new beacon on the summit of 25 feet Coral Mound, South-eastward of Ras-el-Bayadh, has now been completely erected.

Description.—A square masonry pillar, 20 feet high, painted in four alternate bands of black and white, each band being 5 feet in depth, the top one being black.

Charts affected.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, page 362.

Authority.—The Surveyor in Charge, Marine Survey of India.

The 11th October 1920.

CHINA, EAST COAST—YANG TSE KIANG ENTRANCE.

Shaweishan (North) Channel—Correction to certain charts with regard to light-buoy.

*No. 293 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1346 of 1920), are republished:—

Former Notice.—No. 1102 of 1920. (*This office* No. 250 of 1920.)

Position.—At a distance of about $1\frac{3}{4}$ miles south-westward from Liu chiao beacon.

Lat. $31^\circ 29'$ N., long. $121^\circ 40\frac{1}{2}'$ E.

Details.—Information has been received that the light-buoy with occulting white light, which was expunged from the above position on chart No. 1199 in accordance with the last paragraph of the former Notice, is still shown on some copies of the charts quoted below; these charts are also to be corrected in a similar manner.

Charts affected.—No. 3585, Approaches to the Wusung river.

„ 1602, Approaches to the Yang tse kiang.

Authority.—Hydrographic Department. (*H.* 5729-20.)

BAY OF BENGAL—MERGUI ARCHIPELAGO.

Auriol Island—Shoal reported south-eastward of.

No. 294 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1352 of 1920), are republished:—

Position (approximate).—At a distance of about 6 miles south-eastward from Auriol island.

Lat. $9^{\circ} 35' 15''$ N., long. $98^{\circ} 11' 10''$ E.

Depth.—3 fathoms.

Remarks.—The shoal appeared to cover an area about one mile in extent.

Note.—The note “P.D.” is to be inserted on the charts against this shoal.

Charts affected.—No. 216b, Sayer islands to Loughborough island.
 „ 830, Bassein river to Pulo Penang.
 „ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, 1910, page 548.

Authority.—Bangkok Notice No. 93 of 1920. (H. 5666-20.)

CHINA SEA.

Formosa—Breakers reported south-westward of.

No. 295 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1359 of 1920), are republished:—

Position.—At a distance of about 120 miles south-westward from the southern end of Formosa.

Lat. $20^{\circ} 25'$ N., long. $119^{\circ} 23'$ E.

Details.—The SS. *City of Norwich* reported sighting heavy breakers, apparently indicating the existence of a reef about 6 miles in extent, in approximately the position given above.

Note.—A note “Breakers reported (1920)” surrounded by a danger line is to be inserted on the charts in this locality.

Charts affected.—No. 2454, Northern portion of the Island of Luzon.
 „ 2661b, China sea, northern portion—eastern sheet.
 „ 1263, China sea.
 „ 2683, Pacific ocean.

Publication.—China Sea Pilot, Vol. V, 1912, page 198.

Authority.—Commander-in-Chief, China Station. (H. 5396-20.)

CHINA SEA—GULF OF SIAM.

Bangkok River approach—Wreck, marked by wreck-marking vessel.

No. 296 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1366 of 1920), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{3}{4}$ cables northward from the Outer bar light-vessel, and $10\frac{1}{2}$ cables, 137° , from the charted position of Regent light.

Lat. $13^{\circ} 28'$ N., long. $100^{\circ} 34\frac{1}{2}'$ E.

Description.—Sunken wreck of steamboat.

(b) Wreck-marking vessel:

Position.—At a distance of about 25 yards south-westward from the wreck.

Description.—A wreck-marking vessel with two masts, flying the signal "F.U." (International Code) by day, and exhibiting a red light at the yardarm, in addition to her anchor light, by night.

Chart affected.—No. 999, Menam Chau fya or Bangkok river.

Authority.—Bangkok Notices Nos. 63 and 65 of 1920. (H. 5664-20.)

NEW ZEALAND—SOUTH ISLAND, BLUFF HARBOUR.

Channel Rocks—Light-vessel established.

No. 297 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1367 of 1920), are republished:—

Position.—On the north-eastern edge of the Channel rocks, and at a distance of $1\frac{1}{4}$ cables, 233° , from the light-beacon on Tewaewae point.

Lat. $46^{\circ} 36\frac{1}{4}'$ S., long. $168^{\circ} 21\frac{1}{2}'$ E.

Characteristics:

Light:

Abridged description.—Lt. Occ. ev 8 sec.

Character.—Occulting white every eight seconds, thus:

Light,	eclipse,
$\frac{5}{5}$ sec.	$\frac{3}{3}$ sec.

Remarks.—Further details are not stated.

Charts affected.—No 3484, Awarua or Bluff harbour.

„ 2540, Approaches to Awarua or Bluff harbour.

Publications.—List of Lights, Part VI, 1920, No. 3056.

New Zealand Pilot, 1919, page 466.

Authority.—Wellington Notice No. 33 of 1920. (H. 5274-20.)

NEW ZEALAND, SOUTH ISLAND—PORT LYTTTELTON ENTRANCE.

Godley Head—Fog signal unreliable.

No. 298 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1368 of 1920), are republished:—

Position.—Lat $43^{\circ} 35\frac{1}{2}'$ S., long. $172^{\circ} 48\frac{1}{4}'$ E.

Details.—The explosive fog-signal in the above position is unreliable, and a note to this effect, with the year date 1920, is to be inserted against it on the charts.

Charts affected.—No. 1999, Ports Lyttelton and Levy and Pigeon bay.

„ 2529, Cape Campbell to Banks peninsula.

„ 3629, Hokitika to Otago harbour.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 3012.

New Zealand Pilot, 1919, page 337.

Authority.—Wellington Notice No. 20 of 1920. (H. 4587-20.)

INDIA—WEST COAST.

Malvan Bay—Red light-boat—Replaced on station.

No. 299 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 135M. of 1920), are republished :—

Former Notice No. 87-M of 1920. (This Office No. 176 of 1920.)

Position approximate.—Lat. $16^{\circ} 02' 55''$ N.

Long. $73^{\circ} 27' 45''$ E.

Details.—The red light-boat, exhibiting a red fixed light, on the south-eastward of the rock, marked by a perch, which was removed for the south-west monsoon, was replaced on her station on the 8th September 1920.

The characteristics are the same as described in the Admiralty List of Lights.

Charts affected.—No. 902, Malvan to Vengurla.

„ 740, Achra River to Cape Ramas.

Publications.—West Coast of India Pilot, 1919, page 192.

List of Lights, Part VI, 1920, No. 416.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 14th September 1920.

INDIA—WEST COAST

NOVA GOA.

Mandavi River bar—Depth of water.

No. 300 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 137M. of 1920), are republished :—

Former Notice No. 128M of 1920. (This Office No. 281 of 1920.)

Position.—Lat. $15^{\circ} 29'$ N.

Long. $73^{\circ} 48'$ E.

Details.—Further information has been received that the “Campal Light-house” when now in line with the “Malim Light-house” leads over the bar with a depth of one foot more than before.

The soundings taken on the 13th September 1920, at the bar of the Mandavi River, over the leading line of the above-mentioned two marks, and to the south of this line, reveals a least depth of 16 feet at the high water springs.

In the south-west monsoon, owing to the heavy swell, the breakers sometimes extends across the channel, and river is inaccessible for ferry boats.

Remarks.—Further notice will be given when the bar has been re-surveyed.

Chart affected.—No. 492, Aguada to St. George Island.

Publication.—West Coast of India Pilot, 1919, page 184.

Authority.—Captain of Port, Nova Goa, dated 13th September 1920.

The 4th October 1920.

JAPAN, INLAND SEA—HARIMA NADA.

Shika No Se—Wreck eastward of.

No. 285 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1312 of 1920), are republished :—

Position (approximate).—At a stance of about three-quarters of a mile eastward from the eastern end of Shika no se.

Lat. $34^{\circ} 35' 20''$ N., long. $134^{\circ} 51' 00''$ E.

Description.—Sunken wreck of a vessel with one mast showing about 20 feet above water.

Charts affected.—No. 3566, Izumi nada and Harima nada.
„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 112 of 1920. (*H. 5353/20.*)

JAPAN—GULF OF TOKYO.

Shina-Gawa Wan—Alteration in Position of Wreck.

No. 286 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1313 of 1920), are republished :—

Former Notice.—No. 2025 of 1919. (*This Office No. 9 of 1920.*)

New position.—At a distance of about 4 miles northward from Heneda su lighthouse, and 4 cables westward from former position.

Lat. $35^{\circ} 35' 40''$ N., long. $139^{\circ} 47' 13''$ E.

Description.—Wreck of the sailing vessel *Ainan Maru*.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.
„ 3334, Tokyo to Sendai bay.

Authority.—Tokyo Notice No. 102 of 1920. (*H. 5350/20.*)

PERSIAN GULF.

Shatt al Arab—Amendments to Chart with regard to Buoyage and Beaconage.

No. 287 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1315 of 1920), are republished :—

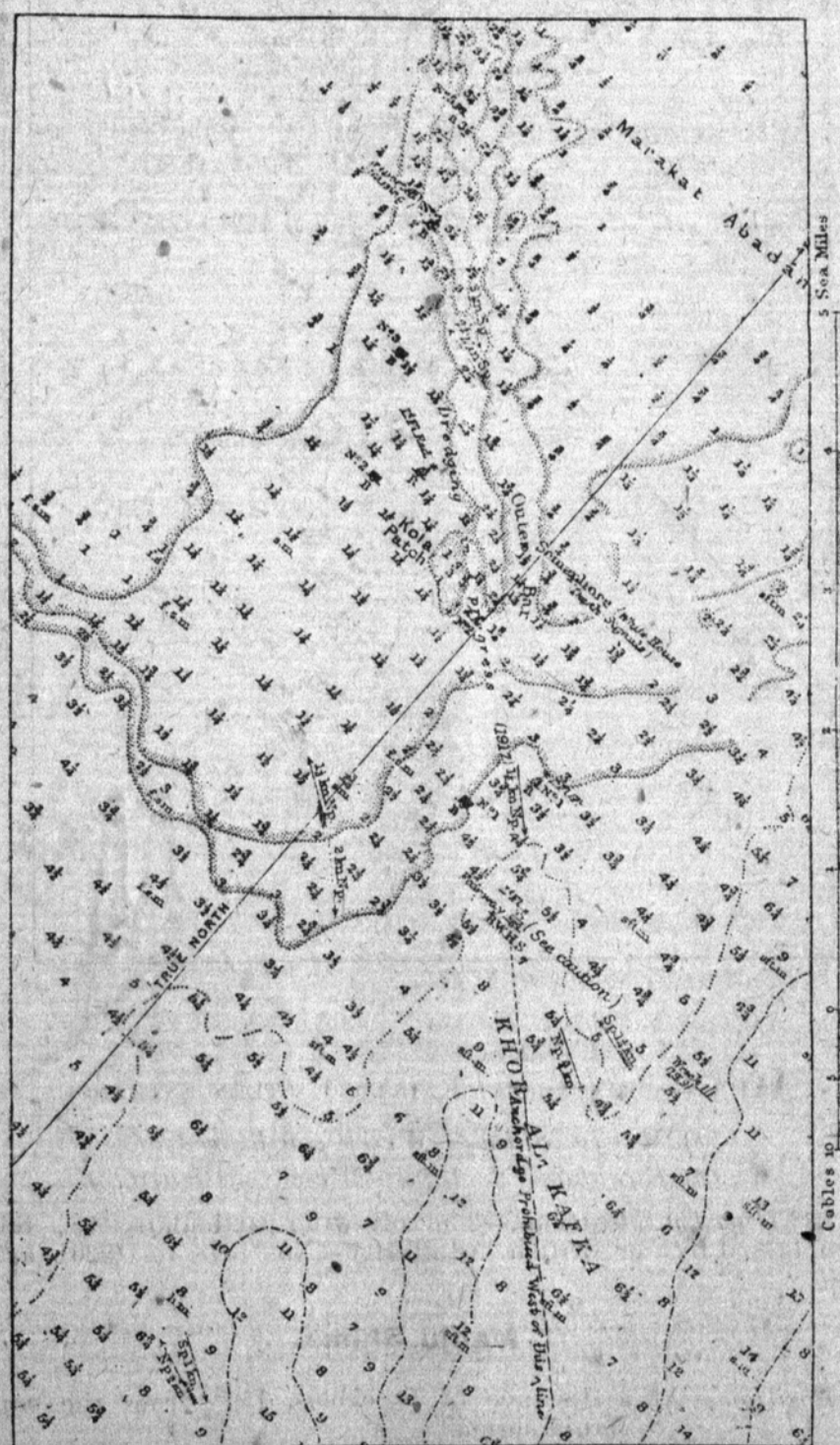
Position.—Shatt al Arab entrance fairway light-buoy, lat. $29^{\circ} 48\frac{1}{2}'$ N., long. $48^{\circ} 45'$ E.

Details.—Amendments to the chart with regard to buoyage and beaconage in Shatt al Arab, embodying the latest information, are shown on the accompanying reproductions of portions of chart No. 1235.

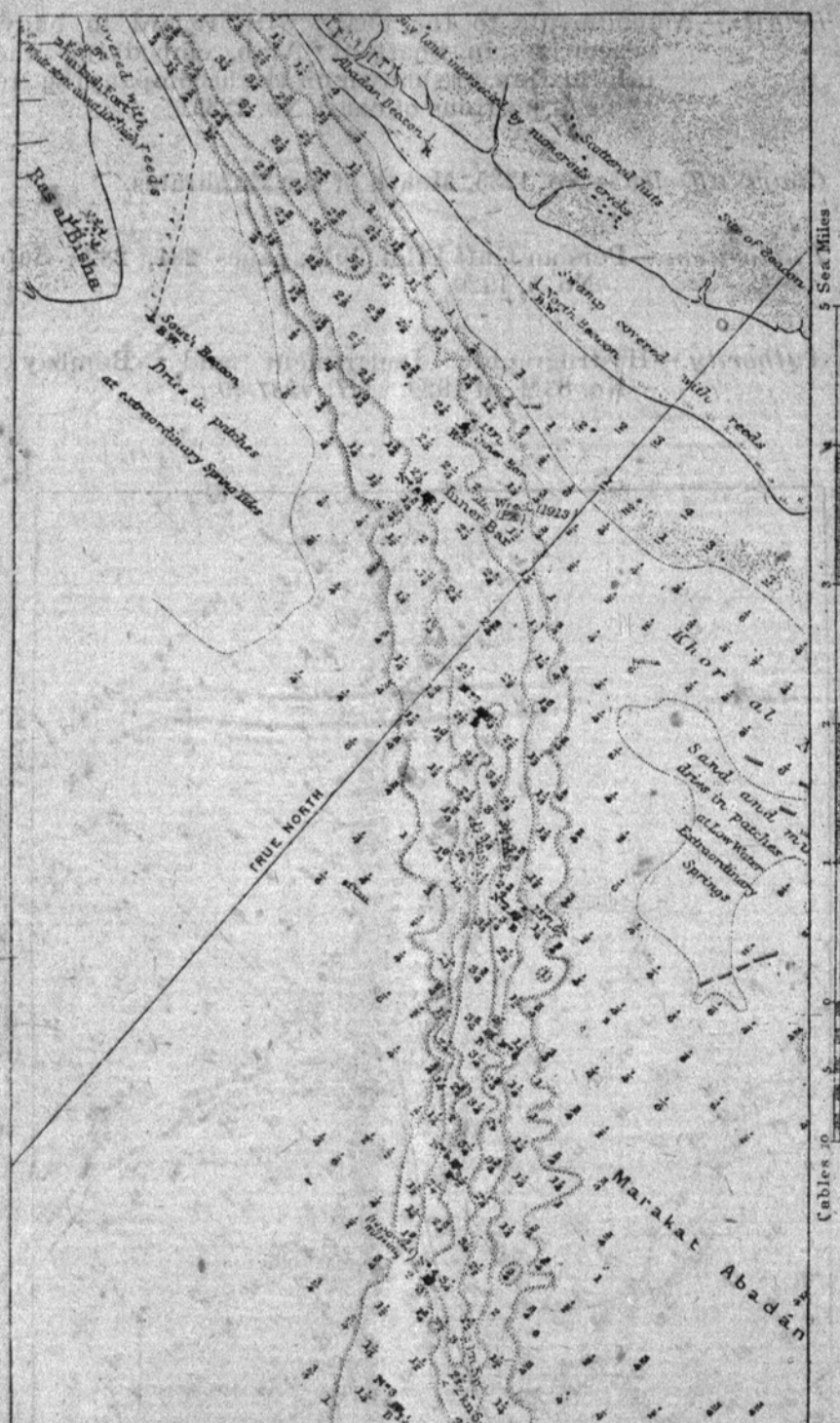
Chart affected.—No. 1235, Mouth of the Euphrates.

Publication.—Persian Gulf Pilot, 1915, pages 281, 282; Supplement No. 5, 1920.

Authority.—Hydrographic Department and Bombay Notice No. 83M. of 1920. (H. 4987/20.)



Reproduction of Portion of Chart No. 1235.



Reproduction of Portion of Chart N°1235.

JAPAN—SHIMONOSEKI KAIKYO, EASTERN ENTRANCE.

- (1) *Manju Shima*—Wreck southward of.
- (2) *Kanabuse Se light*—Wreck eastward of.

No. 288 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1318 of 1920), are republished:—

(1) **Manju Shima.**

Position.—At a distance of $5\frac{1}{2}$ cables, 159° , from the summit of *Manju shima*.

Lat. $33^{\circ} 59' 4''$ N., long. $131^{\circ} 01' 4''$ E.

Description.—Sunken wreck of a vessel, with two masts showing about 8 feet above water.

(2) **Kanabuse Se light.**

Position (approximate).—At a distance of $2\frac{1}{2}$ cables, 101° , from Kanabuse se light-beacon.
Lat $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{4}'$ E.

Description.—Sunken wreck of a sailing vessel, with three masts showing about 5 feet above water.

Charts affected.—No. 1578, Shimonoseki kaikyo.
„ 532, Approach to Shimonoseki kaikyo.
„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo Notices Nos. 124 and 139 of 1920. (H. 5357 & 5361/20.)

EASTERN ARCHIPELAGO—CELEBES, GULF OF BONI.

Peneke Bay—Existence of Shoals.

No. 289 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1330 of 1920), are republished :—

(a) *Position.*—At a distance of about $7\frac{1}{2}$ miles southward from Tanjong Loko Loko.

Lat. $3^{\circ} 51' 15''$ S., long. $120^{\circ} 25' 35''$ E.

Depth.—4 fathoms.

(b) *Position.*—Lat. $3^{\circ} 50' 10''$ S., long. $120^{\circ} 28' 00''$ E.

Depth.—Less than 6 feet.

(c) *Position.*—Lat. $3^{\circ} 49' 10''$ S., long. $120^{\circ} 27' 45''$ E.

Depth.—Less than 6 feet.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
„ 942a, Eastern Archipelago—sheet 3.
„ 941b, Eastern Archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 462.

Authority.—Netherlands Government Chart. (H. 5143/20.)

CHINA—KWANG TUNG PENINSULA, DAIREN WAN.

South San Shan Tau Lighthouse—Alteration in Fog-Signal.

No. 290 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1331 of 1920), are republished :—

Position.—Near the southern extremity of South San shan Tau.
Lat. $38^{\circ} 52'$ N., long. $121^{\circ} 49\frac{1}{4}'$ E.

Alteration.—The fog-gun has been discontinued and replaced by a siren sounding one blast every thirty-four seconds, thus :

Blast,	silent interval,
4 sec.	30 sec.

Remarks.—The note “(Occasl)” against this fog-signal is to be expunged from the charts.

Charts affected.—No. 3694, Dairen wan.
„ 1798, Kinchau to Terminal head.
„ 1262, Hongkong to Gulf of Lia-tung.
„ 1256, Gulfs of Pe chili and Liau-tung.

Publications.—List of Lights, Part VI, 1920, No. 1684.
China Sea Pilot, Vol. V. 1912, page 554; Supplement No. 4, 1919.

Authority.—Tokyo, Department of Communications, Notice No. 959 of 1920. (H. 5374-20.)

EASTERN ARCHIPELAGO—NEW GUINEA.

Geelvink Bay and Approach—Existence of Shoals and Rock ; Decreased Depth on Shoal.

No. 291 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1336 of 1920), are republished :—

(1) Existence of shoals :

(a) *Position*.—Lat. $1^{\circ} 54' 25''$ S., long. $134^{\circ} 47' 50''$ E.

Depth.—5 fathoms.

(b) *Position*.—Lat. $2^{\circ} 32' 00''$ S., long. $134^{\circ} 49' 50''$ E.

Depth.—2 fathoms.

(c) *Position*.—Lat. $2^{\circ} 44' 20''$ S., long. $134^{\circ} 23' 40''$ E.

Depth.— $1\frac{1}{4}$ fathoms.

(d) *Position*.—Lat. $2^{\circ} 54' 00''$ S., long. $135^{\circ} 01' 30''$ E.

Depth.—Less than 6 feet.

Note.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(e) *Position*.—Lat. $2^{\circ} 56' 10''$ S., long. $135^{\circ} 01' 30''$ E.

Depth.—Less than 6 feet.

Note.—The note "P.D." is to be inserted against this shoal on chart No. 942b.

(f) *Position*.—Lat. $2^{\circ} 10' 15''$ S., long. $136^{\circ} 31' 50''$ E.

Depth.— $3\frac{1}{4}$ fathoms.

(2) Existence of rock :

Position.—Lat. $2^{\circ} 46' 25''$ S., long. $134^{\circ} 55' 25''$ E.

Description.—A rock which dries.

(3) Decreased depth on shoal :

Position.—Lat. $0^{\circ} 43' 20''$ S., long. $135^{\circ} 11' 45''$ E.

Details.—There is a least depth of 4 fathoms on the shoal marked by discoloured water in the above position. This depth is to be substituted for the depth of 6 fathoms shown on chart No. 942b.

Remarks.—The above positions refer to chart No. 942b.

Charts affected.—No. 942b, Eastern archipelago—sheet 4.

„ 780, Pacific ocean—south-west sheet. (1f)

„ 2759a, Australia—northern portion.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 232, 234 to 238 ; Supplement No. 3, 1917.

Authority.—Netherlands Government Chart. (H. 5265-20.)

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Alteration in Character.

No. 292 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1341 of 1920), are republished :—

Former Notice.—No. 835 of 1920. (*This Office No. 186 of 1920.*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{4}'$ E.

New abridged description.—Lt. Occ., ev. 30 sec., 352 ft., vis. 10 m.

Alteration.—The character of the light has been altered from fixed white to *occulting white every thirty seconds*, thus :

Light,	eclipse.
25 sec.	5 sec.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123 ; Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 92 of 1920. (H. 5665-20.)

W. K. THYNE, COMDR., R.I.M.

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, NOVEMBER 3, 1920.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

C. B. BAYLEY,
By. Secy. to the Govt. of Bengal.

CALCUTTA, the 25th October 1920.

JAPAN—HOKUSHU, SOUTH COAST.

Chikyu Misaki lighthouse—Fog-signal established.

No. 303 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1440 of 1920), are republished:—

Position.—Chikyu misaki lighthouse, lat. $42^{\circ} 18' N.$, long. $140^{\circ} 59\frac{1}{2}' E.$

Description.—A siren sounding one blast every sixty-four seconds, thus:

Blast,	silent,
4 sec.	60 sec.

Charts affected.—No. 3591, Iburi wan or Uchiura wan
„ 2405, the Kuril islands.

Publications.—List of Lights, Part VI, 1920, No. 2100.
Japan Pilot, 1914, page 720.

Authority.—Tokyo Notice No. 1450 of 1920. (*H. 96-20.*)